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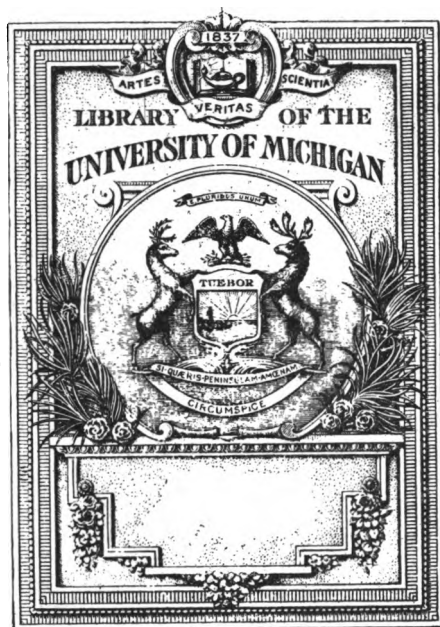
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ELECTRICAL BUREAU
—
ANNUAL REPORT
PHILADELPHIA
—
1893.



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THIRD ANNUAL MESSAGE
OF
EDWIN S. STUART,
Mayor of the City of Philadelphia,
WITH
ANNUAL REPORTS
OF THE
DIRECTOR OF THE DEPARTMENT OF
PUBLIC SAFETY,
AND
CHIEF OF THE
ELECTRICAL BUREAU

FOR THE
YEAR ENDING DECEMBER 31, 1893.
ISSUED BY THE CITY OF PHILADELPHIA, 1894.

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2000

OFFICE OF THE MAYOR
PHILADELPHIA.

Mayor :

EDWIN S. STUART.

Secretary :

LEWIS E. BEITLER.

Contract Clerk :

JAMES R. CALHOUN.

Ass't Contract Clerk and Stenographer .

HENRY W. PEIRSON

Ass't Stenographer and Typewriter

HARRY M. FISLER.

Messenger :

WILLIAM G. LEE.

Compliments of
David R. Walker,
CHIEF OF ELECTRICAL BUREAU
PHILADELPHIA.

THIRD ANNUAL MESSAGE.

OFFICE OF THE MAYOR, CITY HALL.

Philadelphia April 2, 1894.

TO THE SELECT AND COMMON COUNCILS
OF THE CITY OF PHILADELPHIA.

GENTLEMEN:—I have the honor to herewith transmit to your Honorable Bodies in accordance with the Act of Assembly, this my Third Annual message upon the finances and general condition of affairs of the City, and accompany same with the Annual Reports of the several Heads of Departments under my control.

Finance.

Our Municipal Finances are in better condition than ever before in our history, the revenues being greater than in any previous year, and \$1,937,678.15 greater than during the year 1892, caused by increased receipts in the various departments and in current taxes, and by reason of the settlement with the City of her share of the Personal Property Tax, which has been held by the State since 1891, pending decision in the litigation thereon.

There also remained a greater surplus at the close of the year 1893, than ever before, the following table showing a comparison with the last seven years, covering the period during which the "Bullitt Bill" has been in effect:

	Surplus.	Deficit.
At the close of the year 1887,.....	\$ 265,137 34	
“ “ 1888,.....		\$ 19,172 70
“ “ 1889,.....		783,007 53
“ “ 1890,.....		46,173 99
“ “ 1891,.....		522,645 80
“ “ 1892,.....	100,626 11	
“ “ 1893,.....	1,248,746 17	

The loans maturing in 1894 are as follows :

Four per cent.....	\$400,000 00
Six per cent.....	500 00
Funded debt January 1, 1893.....	\$53,988,045 22
Unclaimed matured loans returned by the Loan and Transfer Agent.....	9,100 00
New Loan sold during 1893	3,500,000 00
	<u>\$57,497,145 22</u>
Loans redeemed in 1893.....	4,738,300 00
Funded debt January 1, 1894.....	<u>52,758,845 22</u>
Decrease in Funded debt during 1893.....	\$1,229,200 00
The assessed valuation of property January 1, 1894, was..	769,930,542 00
January 1, 1893.....	<u>752,763,382 00</u>
An increase of.....	\$17,167,160 00

Our Municipal Finances are in as good, and I may say, in better condition than any other large city in this country, for while theoretically our Funded Debt January 1, 1894, was \$52,758,845.22, this, less our holdings in the Sinking Fund of \$24,830,363.41, makes our actual debt but \$27,928,481.81, and the franchises we own, such as our Gas and Water Systems, together with our Real Estate, both improved and unimproved, if sold would realize at least six times the amount of our debt.

There was a great amount of money expended in 1893, completing many much needed permanent improvements which the welfare and progress of our City demanded should be no longer delayed. It is impossible to procure

from current taxation, at the present rate, the money necessary to continue these works, which will be a benefit not only to the present generation but also a still greater benefit to the generations to come, and it is therefore, in my judgment, good financial policy to adopt the same course pursued by all well regulated and successful corporations;—create loans, the proceeds of which shall be expended in such work, it being but equitable that the future generations should be compelled to bear their proper proportion of the expenses. Loans, however, should be authorized with the utmost care and conservatism, after the most careful and mature deliberation, and containing specific statements for what purposes their proceeds shall be expended, which should be only for such imperative permanent improvements as are essential to the proper growth and development of a great municipality, like Philadelphia.

DEPARTMENTS.

DEPARTMENT OF PUBLIC SAFETY.

The Annual Report of the Department of Public Safety shows in detail the excellent work accomplished in the various Bureaus thereof during the year 1893.

BUREAUS.

Bureau of Police.

During the year 1893, 141 officers and men were added to this Bureau, increasing the total force to 2,167, including officers, patrolmen, clerks, etc.

One new police station house and one new sub-police station were completed and occupied, and for the horses

in the mounted service two new stables and one hospital stable (the latter a model and much needed improvement) were also completed. One, new cell room was added to the Fifth Police District Station House, and an additional story to the Twelfth and Nineteenth Police District Station Houses respectively. Also three new buildings for the patrol service were commenced (and will be completed and occupied this year), one in the Second Police District to take the place of the rented property now occupied, and for the introduction of this service, one each in the Seventh, Twentieth and Twenty-Sixth Police Districts.

The almost utter absence during the year 1893 of professional thieves, burglars and other criminals of like degree best demonstrates the efficiency of the Police Force of Philadelphia, and the following table of the reported losses from robberies of all kinds and character, petty larceny, sneak thieves, pickpockets, burglars, etc., during the last quarter of the year, shows how insignificant the number of these offenses and their attending losses were when the area of the City and its population are taken into consideration.

	Days.	Reported Robberies.	Losses Claimed.
During October,.....	31	83	\$4,451 55
" November.....	30	95	5,780 90
" December,.....	31	122	5,908 76
Totals.....	92	300	\$16,141.21

The amounts above stated, the greater proportion of which was recovered by the Police and restored to its owners, the thieves being also arrested, tried, convicted and sentenced, are the values as claimed by the losers themselves, and it is rarely, if ever, that a person robbed underestimates his losses, but, on the contrary, usually gives a figure that he considers will fully cover

their utmost value, and in some cases robberies and losses therefrom have been reported, which upon investigation have proved to be absolutely false, the claims having been made dishonestly, to conceal the real facts and motives. In so large a city as ours, there must always be many cases of petty larceny, sneak thieving, pocket picking and such petty crimes, and yet considering the terrible financial and business depression during the past twelve months any fair-minded citizen who will examine the official records of the Bureau of Police will be compelled to admit, and cannot help but give them credit therefor, that it is a record of as faithful, efficient and meritorious service as has ever heretofore been rendered in the history of the Police Force of Philadelphia.

If the present force of 1,704 patrolmen, which in proportion to the area of territory policed, is less than in any other city in the United States, should be properly increased, still greater safety to life and property would result.

Bureau of Fire.

During 1893 the efficiency of ~~this~~ Bureau was increased by the addition of eight hosemen to the force, and four Silsby Fire Engines, two Chemical Engines, two Combination Hose Wagons, 36 six-gallon Hand Extinguishers, and a total of 20,500 feet of hose to the equipment.

Three new fire stations were located, the buildings now being nearly completed, and six lots for fire purposes were purchased, upon one of which (on Market street, west of Twenty-first street), there will be erected, and it is hoped be properly manned, equipped and in operation before autumn of this year, a model fire house to accommodate one Assistant Engineer, three Foremen, forty-three men, two engines, two hose wagons with chemical extinguishers attached, a truck and a water tower.

The new iron and steel Fire Boat, the first owned by the City, was placed in service September 1, 1893, and will add greatly to the efficiency of the Bureau in its service along the river front and in the territory immediately adjacent thereto, having already performed excellent work when called upon. No better evidence of the faithful, courageous and successful service of our fire force can be obtained than from the Report of the Fire Underwriters' Association of Philadelphia, which shows that while the fire losses in many of the large cities in the Country were growing with alarming rapidity, the losses in Philadelphia were less than in any previous year since 1883, with the single exception of the year 1887.

Electrical Bureau.

During the year 1893, this Bureau laid about 300 miles of telephone, telegraph and electric light wire conductors underground.

I have always strongly recommended the removal, as rapidly as it can possibly be done, of all poles and overhead wires. The City, herself, now has 628 miles of underground service in most successful operation, and during the present year has removed all the poles and overhead wires on Broad Street, from Germantown Avenue on the north to McKean Street on the south, and placed all the wires in the City's underground conduits, and further, has completed the laying of an underground conduit on Market Street, from the Delaware River to Forty-third Street, and placed therein all the City's wires. There have been rented in our Market Street underground conduits, ducts to the Western Union Telegraph Company, in which it will in the near future place its wires which are at present overhead, and the Brush Electric Light Company having also laid its own underground conduit in Market Street, will shortly place its present over-

head wires therein. As soon as these two companies do so, there will be entirely removed from Market Street all the poles and overhead wires. To those who remember the vast net work of dangerous wires and unsightly poles that have so long disfigured this great highway, the splendid improvements made will be at once apparent. If this work but be continued as rapidly as possible, it would, and should not be long before in the closely built up portions of the City, at least, all such poles would disappear and all wires be placed underground.

Bureau of Health.

By the Act of Assembly approved June 5, 1893, the duty of enforcing quarantine regulations upon the shipping of this port, was taken from the Board of Health and placed under State officials. By this action the Board was relieved from a most onerous, responsible and unpleasant duty, and has since been enabled to devote its entire energies to the strictest enforcement of proper sanitary measures within the Municipality; the results achieved being most gratifying and beneficial. Some idea of the magnitude of the work thus performed may be gained from the fact that 68,639 houses were inspected, resulting in the discovery of 10,363, nuisances of greater or less degree, 9,128 of which were abated by the owners after the service of proper notice from the Bureau. I regret that the Commission appointed to secure a site for a new Municipal Hospital has failed as yet in its endeavors. By reason of this failure it has been necessary to make some temporary additions to the present hospital in order that it may be made as safe as possible until it is removed from the present location, which should be at the earliest possible moment, now having been much too long delayed, and to accomplish this removal I will de-

vote my best efforts. Among other important additions to the hospital there has been erected a complete disinfecting plant, which has been pronounced by the expert sent from the United States Marine Hospital Service to inspect it and report thereon, as the finest in this country, and, so far as he knows, in the world. During the past year the City's death rate, 21.20 per 1,000 living persons, was less than at any time during my administration, being 22.25 in 1892 and 21.85 in 1891, showing that the general sanitary conditions and health of the City are good. I desire to thank your Honorable Bodies for the prompt and liberal appropriations heretofore made this Bureau, whenever emergency demanded, and among these appropriations there has been none in my judgment that has so much assisted in preventing disease as that for repaving with sheet asphaltum the small streets in the Southeastern section of the City, where so many of the poorer classes live, for it not only made it possible to keep these streets in good sanitary condition but it also gives great comfort and is a benefit in many ways to the people who for the most part are compelled to remain there during the whole heated period of the year.

Bureau of Building Inspectors.

During the year 1893 there were 4,236 permits for 9,110 operations, involving an outlay of \$23,483,397.29, or 348 permits, 1,291 operations, and \$3,343,461.98, outlay less than in the year 1892, which decrease is explained by the great financial and business depression during the past twelve months. For many years past this Bureau has been operating under the old building laws of years standing, but by the Act of Assembly passed last June, an entirely new law became operative, making a complete reorganization of the Bureau necessary. By reason of the great power and authority given by the

new Act it will prove of advantage to the Municipality in insuring a proper inspection of all buildings, and further, by reason of the increased number of Inspectors the Act requires, it will be possible to give the inspection of all buildings that strict and careful attention which its importance demands, and which, owing to the inadequate force heretofore allowed by the old laws was impossible, so that now when small houses, which are usually sold to the working classes, are being built, this Bureau can and will see that they are in exact accordance with the law, and so be better constructed than at present, and yet not unnecessarily increase their cost.

Bureau of City Property.

This Bureau reports receipts during the year 1893 from all sources to have been \$87,989.80, as compared with \$84,607.67, during the year 1892.

The contract has been awarded for the new Morgue, and it is expected that it will shortly be ready for use, and be one of the most scientifically planned and constructed buildings for the purpose in this country, being considered a model of its kind.

This Bureau has charge of all the Public Squares, and it is due to the Chief's personal attention that the many improvements which so enhance their beauty and value have been accomplished.

Bureau of Boiler Inspectors.

This Bureau inspected and approved during the year 1893, 2,996 boilers, a decrease of 96 as compared with the year 1892, and the number of certificates of inspection issued, 2,564, was 38 less than in the year 1892. The number of new boilers erected was 462, there being now 3,302 under the supervision of the Bureau, and 3,290 under that of various Insurance Companies, making a

total of 6,592 high pressure boilers in use in the City December 31, 1893, an increase of 179 since the year 1892. The Bureau paid into the City Treasury \$2,595.29 over all expenses.

DEPARTMENT OF PUBLIC WORKS.

The Annual Report of the Director of the Department of Public Works, herewith transmitted, shows the great amount of work performed in the various Bureaus thereof during the past year.

BUREAUS.

City Ice Boats.

The severe weather experienced in the latter part of the year 1892, and the early part of last year fully demonstrated the great importance it is to the large and growing shipping interest of our port that the Ice Boat Service of the City shall always be maintained in the highest state of efficiency, as without the excellent work it then performed it would have been impossible to have prevented serious interference with this great interest. The very severe service then undergone, necessitated the extensive repairs to the boats which have since been completed and while in the mild and open winter just passed, they were not placed in commission, they are in excellent condition for effective service should the severity of the coming winter demand their use.

Bureau of Gas.

The Itemized Statements of the Receipts and Expenditures of this Bureau are as follows:

In 1893 receipts.....	\$4,027,074 88
In 1892 receipts, ...	3,845,825 99
Increase.....	<u>\$181,248 89</u>

To these Receipts should be added the value, at \$1.50 per 1,000 cubic feet of the increased quantity of gas sold, for which payment is not yet due, as follows:

December 31, 1893.....	560,116,800 cubic feet,
December 31, 1892.....	524,671,400 cubic feet,
	35,445,400 cubic feet,
	\$53,168 10.
Making total increase.....	\$234,416 99

There were also furnished the municipality free during the year 1893, 602,392,714 cubic feet of gas, as against 594,203,605 cubic feet in 1892, an increase of 8,189,109 cubic feet. Had this six hundred and odd millions cubic feet been sold at the regular rate, it would have amounted to \$903,589.07, and for this the Bureau receives neither cash nor credit.

During the last year, there were appropriated for the manufacture of gas by a private corporation, the sum of \$600,000, an increase of \$100,000 over 1892.

By Ordinance approved January 6, 1894, the price of gas to consumers was reduced from \$1.50 per 1,000 cubic feet to \$1.00 per 1,000 cubic feet. This was a very radical change but one entirely in the interests of the people, who are the stockholders. This is as low, if not lower, than the price of gas in any other large city, and if our gas works had been in the hands of a private corporation this great reduction to \$1 would not have taken place for many years, if at all. After the most careful consideration of this question by your Honorable Bodies, you were of the opinion that the additional revenue which would be derived from the increased consumption of gas this lower price would cause, would more than make up the deficiency which would otherwise be created by the reduction. As the Ordinance has been in actual effect but some two months now, it is at present impossible to give any accurate statement as to whether or not such is the case, but it is

hoped that in the next Annual Message such favorable statements can be made.

I most heartily concur in the recommendation of the Director of the Department of Public Works that you further appropriate money to make all the improvements necessary to thoroughly equip our Gas System in every detail with the latest, best, and most approved scientific appliances and methods it is possible to secure. The franchise and works of the Gas System owned by the City are perhaps the most valuable of her many possessions, and any improvements thereto, of whatever kind, character or description, should be made by the City herself, and under no circumstances or conditions should it ever be allowed to pass out of her possession or from under her control.

Bureau of Highways.

The appropriations to this Bureau for the year 1893 were \$2,312,221.17, the receipts being \$97,004.85, an increase over 1892 of \$15,536.88.

The work of repaving Broad street with sheet asphaltum between Germantown avenue and Moyamensing avenue has been completed, and Philadelphia now has as well paved and as fine a street (69 feet between curbs) as any City in the world, and lighted from an underground electric system.

The Belgian blocks taken from Broad street have been utilized in repaving adjacent streets, thereby removing many more miles of the old cobble-stone pavement.

This year has been a memorable one in the matter of paving and repaving with improved pavements. Some idea of the immense amount of work accomplished may be gained from the fact that there were paved and repaved a total of 25.23 miles of streets in such localities throughout the city as would extend the work of former years and

make connected and continuous lines of repaved streets. There were 17.05 miles of new streets opened and paved with Belgian Blocks, Asphalt, or Brick, 15.34 miles of Macadam roads built in the suburban districts, and in addition to this, 50.39 miles of repaving with improved materials were done on streets occupied by Passenger Railways, and 8.94 miles of sheet asphaltum and concrete pavements laid in the small streets in the Southeastern section of the City, aggregating a greater quantity of such work completed last year than in any other year in our City's history.

Your Honorable Bodies, by your liberal appropriation of \$400,000 enabled these 8.94 miles of improved paving to be laid in these small streets, and from the standpoint of practical municipal philanthropy in improving the health and surroundings of the people living in these streets it is in my judgment the most important work accomplished during the whole year. The houses there are as a rule very closely built and the residents compelled by their circumstances to remain there during the heated period. Heretofore it was utterly impossible with the cobble-stone pavements and their defective drainage to keep them clean enough to even approach a sanitary condition, and besides it was hardly humane to compel our fellow creatures to live among such municipal surroundings when by an appropriation such as you then so promptly made, these great improvements and benefits could be secured. In my judgment there has been no money so wisely appropriated and you could appropriate no amount too large for thus improving the small streets in all sections of the city. I most heartily recommend this subject to the early consideration of your Honorable Bodies, who so well know the unfortunate and deplorable results of such conditions and surroundings as heretofore existed in the above section and do still exist, only in less degree, in other parts of the city.

The repaved highways have also been greatly improved by substituting for the old straight-corner curbs the curved ones now so familiar to our citizens, thereby enhancing not only the appearance of the street, but also securing greater room for vehicles.

With the vast amount of work being done upon our highways throughout the entire city, it has been beyond our control to prevent some temporary inconvenience to the citizens while the work is in progress, although it has been, and will continue to be, the constant aim of the Department to reduce it in every possible way consistent with the vast amount of work to be done, and if the citizens generally will exercise as much patience as possible, I feel satisfied that when at last all this work shall have been completed they can but agree that the splendid results accomplished more than compensate for the temporary annoyances and inconveniences they suffered while securing same.

Bureau of Street Cleaning.

There were appropriated to this Bureau in the year 1893, \$617,698.00, an increase over that of 1892 of \$80,020.00. While there was this increase, yet the appropriation was much less than in any other large city with equal street area to supervise.

The contracts of 1894 for the removal of garbage and combustible waste throughout the entire city compel that it all shall be cremated. This has been brought about after repeated recommendations of the Director of the Department of Public Works as the only proper method to dispose of the same, and I am satisfied from our experience in the one district so conducted last year, that it will not only prove successful in its operations but will also conduce materially to a better sanitary condition throughout the City.

While the appropriations for the last year exceeded those of the previous, so do they this year exceed those of 1893, but it is caused by the increased and increasing territory to be covered and by the demands of the public for better service. No greater incentive toward securing such result could possibly have been given than that which the Department last year held forth by imposing penalties for neglect of duty by certain contractors, amounting to \$33,279.16, and by expending \$7,245.70 of the ten per cent. cash deposit of contractors delinquent in their work.

Bureau of Lighting.

On December 31, 1893, there were 16,975 lamps lighted by this Bureau, there being consumed by public lamps 503,869,600 cubic feet of gas during the year, an increase over 1892 of 2,709,319 cubic feet.

Total number, Municipal Electric Arc Lights, December 31, 1893.....	3,534
Total number, Municipal Electric Arc Lights, December 31, 1892.....	2,717
Increase.....	817
Total number, Gasoline Lamps, December 31, 1893.....	9,519
Total number, Gasoline Lamps, December 31, 1892.....	8,757
Increase.....	762

Bureau of Surveys.

The vast amount of improvements made upon the public highways during the past year has added very materially to the work of this Bureau, and some idea of what it has done may be learned from the fact that the total of 73.27 miles of sewers, main, branch, etc., built, was far greater than ever before accomplished in any one year, a most important achievement, for nothing is so essential to the good health of our city as a proper and sanitary system of sewerage.

There was also constructed in the Southeastern section of the city, by reason of special appropriation therefor,

7.63 miles of branch sewers and pipe drains, which is a greater amount of such work than has ever before been accomplished in a like period by this Bureau.

The bridge over the Schuylkill river at Walnut street, commenced in 1888, was completed and opened to the public July 4, 1893. The next location on the Schuylkill river where a bridge should be constructed is at or near the present site of the Grays Ferry bridge. There is no bridge for public travel between the one at South street and this point, and there is no location but this which would so completely meet the great and rapidly growing demands of the entire southwestern section of our city and of the steadily enlarging and improving southern portion of West Philadelphia. These sections contain a large proportion of our citizens, all of whom are now compelled to use the railroad bridge there erected, and not only is it inadequate for the great amount of travel now forced upon it, but there is also a grave question as to its present safety. There can, however, be no question but that it is unfair to thus make our citizens risk their lives upon a bridge which, if not already unsafe, must become so in the near future owing to the excessive travel constantly thereon.

The Department for some time past has sought to enter into an agreement jointly with the Pennsylvania Railroad Company and the Philadelphia Traction Company to there construct a new bridge which would be not only a credit to the City but also be of lasting benefit to that great body of our citizens whose wants in this respect are now so inadequately met by the present structure. Should it be successful, I will immediately advise your Honorable Bodies by Special Message concerning same. If, unfortunately, no conclusion be reached, I would then most strongly recommend and urge that the City erect the bridge at her own expense, owing to the great importance such

an improvement would be to the people of those sections.

Another point on the Schuylkill river where in the near future a bridge should be commenced and completed as rapidly thereafter as appropriations for it could be had is at the terminus of Passyunk avenue, where there are now located many large and constantly growing manufacturing establishments and other industries.

I am pleased to advise you that after many delays, the contract has been entered into and work commenced, for the abolishment of the very dangerous steam railroad grade crossings at North Penn Junction, the plans contemplating the depression of the tracks of the North Penn Railroad between Allegheny avenue and Pike street to pass under the Connecting Railroad; Ontario street, Glenwood, Sedgley and Erie avenues to be carried over the tracks by bridge, and so dispense with all grade crossings at these points, the delay in consummating this plan not having been caused by either the City or the Pennsylvania Railroad Company.

Bureau of Water.

The Roxborough Reservoir with a capacity of 148 million gallons was completed and in use during the present year. The storage capacity of that district is thereby increased from one to eleven days and a more adequate supply of water properly subsided is furnished. There was also completed one 12 million gallon pumping engine and boilers at Roxborough Station and one 20 million gallon pumping engine and boilers at Spring Garden Station. There will be completed during the present year the following work now under construction:

The Queen Lane Reservoir, with a capacity of 382,000,000 gallons, and an engine and boiler house.

Four 20-million gallon pumping engines and boilers.

Two 30-million gallon pumping engines and boilers, and an extension to the engine house at the Spring Garden Station.

One 15-million gallon pumping engine and boilers and an extension to the engine house at the Frankford Station.

One high service pumping station at Roxborough.

One high service pumping station at Belmont, West Philadelphia.

When all these permanent improvements have been perfected, that relief to our present greatly overtaxed pumping facilities which has been so long needed will at last be secured and much greater efficiency in the service will result.

My unqualified endorsement and approval is given to the recommendations and suggestions of the Director of the Department of Public Works concerning the many and important subjects affecting this Bureau, and I most respectfully call them to your prompt and careful consideration.

DEPARTMENT OF CHARITIES AND CORRECTION.

The Annual Report of the President of the Department of Charities and Correction is herewith transmitted, showing in detail the efficient service rendered therein during the past year.

Mr. John Huggard, appointed a member of the Board of Directors April 4, 1892, died January 24, 1894, and on February 1, 1894, Mr. John Shallcross was appointed to the vacancy thus caused. The Board lost by the death of Mr. Huggard an esteemed and honored associate and one who by reason of his former connection with such work brought to the discharge of his duties a most valuable knowledge and experience.

BUREAUS.

There was available for the expenses of the Bureau of Charities during the past year, \$473,711.19, of which amount there were expended but \$422,217.28, and in the Bureau of Correction there were \$199,945 available, but as \$22,708.97 was earned by this Bureau during the year and \$1,966.93 merged to the City Treasury, December 31, 1893, the actual expenses were but \$175,269.10. Your particular attention is called to the fact that throughout the entire year in both Bureaus of this Department there was a greatly increased population receiving its care, there being an increase of one hundred and thirty-seven in the average daily population in the Bureau of Charities, and of seventy-six in the average daily population of the Bureau of Correction, yet there was a decrease in the daily per capita cost for subsistence in both Bureaus. In view of these facts the general results obtained are most gratifying, and reflect great credit upon the efficient skill and faithful attention of the gentlemen composing the Board of Directors, who have thus rendered such excellent service to the City in caring for the welfare of our unfortunate fellow beings entrusted to their charge, and as this service has been given gratuitously, and often at the sacrifice of their own personal and private affairs, too much credit cannot be given the members of this Board.

Our Future Water Supply.

One of the most important questions now pending and one which I have repeatedly brought to the attention of your Honorable Bodies is that of the source or sources from which shall be obtained the future water supply of the City of Philadelphia. As early as October 8, 1891, I transmitted you by Special Message, the recommendations of the Director of the Department of Public Works thereon. After waiting a year for your action upon the

same, on September 1, 1892, I again transmitted you by Special Message, a request for authority to appoint a Commission of Three to inquire into this subject by utilizing the great amount of data thereon in the possession of the Bureau of Water and then make report and recommendations upon the best plan in their judgment to adopt and the course to pursue in its adoption. After mature deliberation you decided not to grant the request. On September 15, 1893, I again transmitted to you, by Special Message, the report and recommendations of the Director of the Department of Public Works as to what in his judgment was the proper source of supply and the policy to be pursued in securing same, in order that we might commence at once the project which would not only increase but also improve the supply of water. No matter from whence the source may come nor what the system may be, it must be so comprehensive that it would take many years to perfect, and every delay but renders it more difficult to bring to a successful conclusion.

If these reports and recommendations as already submitted you, do not, in your judgment, present plans and policies worthy of your adoption, then you yourselves should inaugurate and perfect some such general plan and policy as you believe will secure to the City the source from which at all times in the future, an adequate supply of water will be obtained for our great demands. This should be done at once, for it has now become a very serious question and one which must not be much longer delayed as this subject so closely affects the health, comfort and convenience of not only the present generation but also those to come, and they could not possibly be supplied from the same source that now but inadequately answers our purpose.

Action by your Honorable Bodies upon this whole subject has, I fear, been now entirely too long delayed, and

I feel that in transmitting you these various reports and recommendations, I have done my full duty and the responsibility for the lack of action therein and the failure to adopt some plan rests alone with the Legislative Department of the municipality, which only has the power to enact ordinances to provide for all of the City's needs, and for the carrying into effect of Executive recommendations. I therefore most respectfully and earnestly commend this whole subject to your immediate and most careful consideration.

The Boulevard.

On May 1st, 1893, the Department of Public Works, Bureau of Surveys, placed upon the City's plan the Boulevard authorized by Ordinance approved April 12, 1892. Since May, however, nothing has been done by your Honorable Bodies toward actually commencing the work thereon. This is unfair to the owners of the property which will be affected by the construction of this work, and there should be at the earliest possible moment an appropriation made to at least commence the work, for in its present status it prevents owners from improving their property, a hardship to which they should not be subjected and from which they should have immediate relief.

The Pennsylvania Avenue Subway.

Among the many plans prepared by the Department of Public Works, during the past year, the most important for our people generally was that to remove all the many grade crossings, which are now such a menace to life and limb, on Pennsylvania avenue, from Thirteenth street to the City's limits, by depressing the tracks on Pennsylvania avenue in an open subway to a point at or near Twenty-first street, and then continuing through a tunnel to a

point at or near Twenty-ninth street. This plan not only prevents the permanent disfigurement of our main thoroughfare, Broad street, which would have been necessitated by the previous Philadelphia and Reading Terminal Ordinance, but also removes all the grade crossings west of that street, and besides, leaves all the entrances to Fairmount Park entirely free from all the steam railroad grade crossings which now render them so disfigured and dangerous. As your Honorable Bodies have already passed the necessary ordinances authorizing this work and creating a loan wherefrom the funds therefor will be secured, this vast improvement will be commenced at the earliest practicable moment, and prosecuted with the utmost dispatch to the speediest conclusion possible; for, in my judgment, no money has ever been appropriated by our City to an object of more importance than this is for the improvement of the municipality and the safety, comfort, and convenience of the people of Philadelphia.

I have the honor to also transmit herewith for your consideration the complete Annual Reports of the following Departments:

Receiver of Taxes,

City Treasurer,

City Controller,

Law,

Education,

Sinking Fund Commissioners,

Board of Revision of Taxes,

This Message closes the Third Municipal Year of my administration, and I desire to tender to your Honorable Bodies my sincere thanks for the aid you have rendered me during that period, for by your legislation you have enabled me to make many much needed and most important permanent improvements in the City whose welfare is so dear to us all.

While the year 1893 has been attended throughout with the greatest depression in business and financial circles experienced for years, and consequently with the severest suffering among our people, yet material advances have been made in our City's progress, and as we enter upon the new year let it be with the sincerest hope and earnest determination to so continue until Philadelphia shall be the foremost in the front rank of American Municipalities.

I am respectfully,

EDWIN S. STUART,

Mayor.

ANNUAL REPORT

OF THE

Department of Public Safety

FOR THE YEAR 1893.

OFFICERS
OF THE
Department of Public Safety,

December 31, 1893.

Director,
ABRAHAM M. BEITLER.

SECRETARY—JAMES HOYT.

BOOKKEEPER—HIRAM HORTER, JR.

Chiefs of Bureaus :

POLICE—ROBERT J. LINDEN.

FIRE—JAMES C. BAXTER, JR.

ELECTRICAL—DAVID R. WALKER.

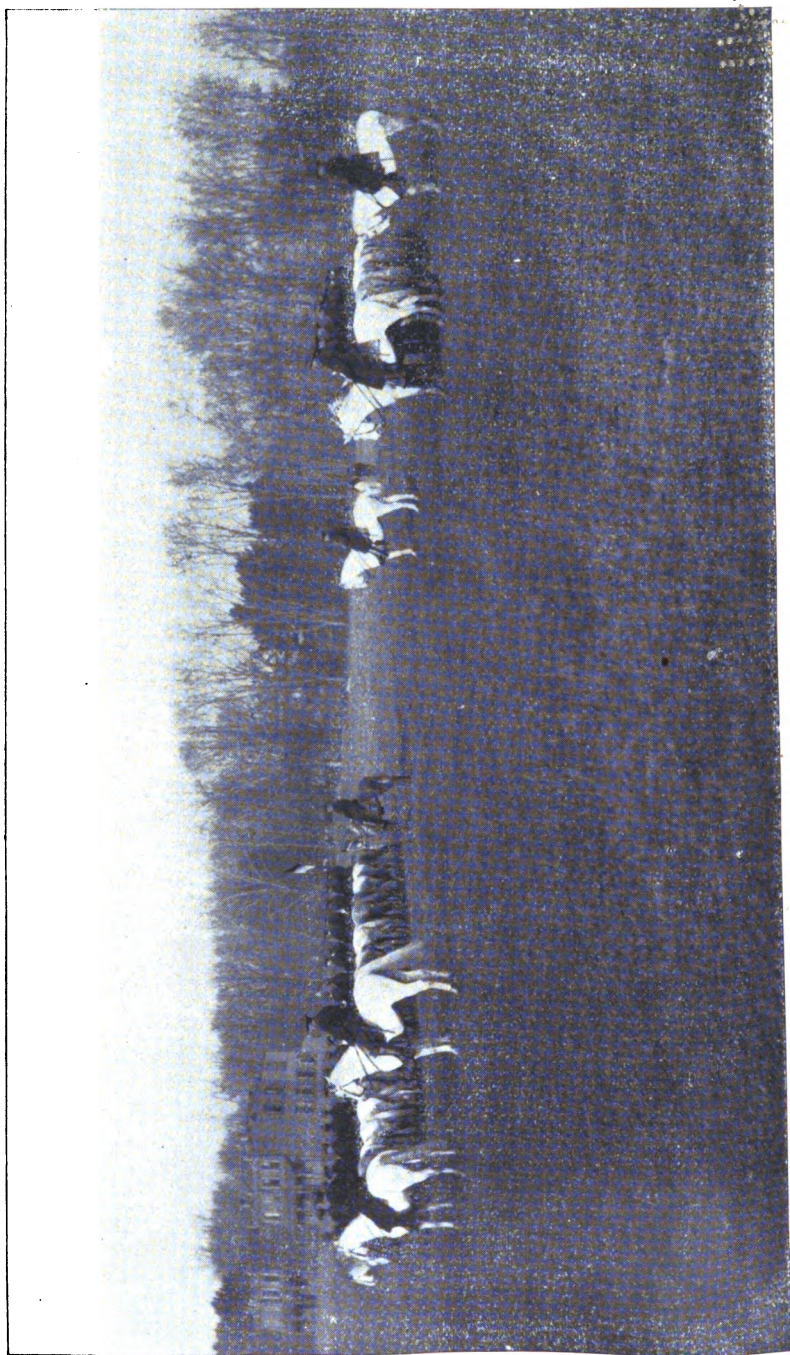
CITY PROPERTY—ALFRED S. EISENHOWER.

BUILDING INSPECTORS—WILLIAM J. GILLINGHAM.

BOILER INSPECTION—JOHN OVERN.

HEALTH—WILLIAM P. TROTH, Chief Clerk.

100



MOUNTED SQUAD, 24TH AND 27TH DISTRICTS.

SEVENTH ANNUAL REPORT
OF THE
DEPARTMENT OF PUBLIC SAFETY.

Philadelphia, February 1, 1894.

HON. EDWIN S. STUART,
Mayor of Philadelphia.

SIR:—In accordance with the Act of Assembly, I herewith submit a summary of the operations of the Department of Public Safety, together with the reports of the Chiefs of the several Bureaus embraced therein, for the year ending December 31, 1893.

Bureau of Police.

In the Police Bureau, which is regarded as the most important Bureau in the Department, the excellent work noted in my last annual report to you has been kept up. The record of arrests shows a very marked increase in the number, being 57,297 in 1893, as against 52,944 in 1892. This is due to two causes: increased efficiency in the Bureau and an increase in crime. The terrible business depression of 1893 paralyzed, in great measure, the industries of Philadelphia, and that large element among our citizens, the workingmen and women, have suffered severely. The average man or woman is honest under ordinarily prosperous conditions, but it takes a man honest to the core to resist temptation if his wife and children are crying for bread. That there has not been a very

great increase in petty thefts and robberies is due to the fact that the good people of Philadelphia who could afford to help their poorer neighbors have done so with intelligence and liberality, and to the further fact that Philadelphians are a law-abiding people. I regard the fact that the City has been free, during all of 1893, from burglars or professional thieves, as the best evidence of the diligence and efficiency of the Police Bureau. Philadelphia has had, and will always have, sneak thieves, bad boys, and people who will steal, and an army of policemen would not prevent petty violations of law by such people; but the real test of the efficiency of a police force is the absence of professionals, that class of criminals who have the entire country for their field of operations, and who work where there is the least chance of detection.

Shortly after the first of the year 1893, the Bureau of Police was increased as follows:

- 1 Captain of Detectives,
- 3 Detectives,
- 1 Lieutenant,
- 2 Street Sergeants,
- 8 House Sergeants,
- 119 Patrolmen,
- 1 Matron,
- 1 Hostler,

and, by Ordinance of June 7, 1893, was further increased as follows:

- 1 Street Sergeant,
- 4 Patrolmen,

making the whole number of patrolmen 1,704, and the total force of the Bureau of Police 2,167.

The increases during 1893 were distributed as follows :

	Captain of Detectives.	Detectives.	Lieutenant.	Street Sergeants.	House Sergeants.	Patrolmen.	Matron.	Hostler.
Headquarters (City Hall).....	1	2						
Reserve Corps (City Hall).....						2		
Second District.....						4		
Third District.....						3		
Fourth District.....					1			
Sixth District.....					1	2		
Eighth District.....						2		
Eleventh District.....						2		
Twelfth District.....					1	2		
Thirteenth District.....						6		
Fourteenth District.....						8		
Fifteenth District.....						6		
Sixteenth District.....						4		
Seventeenth District.....						10		
Eighteenth District.....						1		
Nineteenth District.....						2		
Twentieth District.....						2		
Twenty-first District.....						6		
Twenty-second District.....						10		
Twenty-third District.....						4		
Twenty-fourth District.....						10		
Twenty-fifth District.....					1	10		
Twenty-sixth District.....						4		
Twenty-seventh District.....					1	8		
Twenty-eighth District.....						6		
Twenty-ninth District.....				1		9		
Thirtieth District.....			1	2	3		1	
Van Stables.....								1
Totals.....	1	2	1	3	8	123	1	1

During the year the following new buildings were erected and occupied :

A station house in the Thirty-third Ward, known as the Thirtieth District. This is one of our model houses. It is a district which is rapidly building up. The cost of this building was \$24,444.

A new cell building in the Fifth District Station House, costing \$5,500.

An additional story was added to the Twelfth District house at a cost of \$2,840.

And an additional story to the Nineteenth District house, costing \$2,590.

A new sub-police station at Chestnut Hill, Fourteenth District, at a cost of \$15,450.

A new stable for the horses of the mounted service in the Twenty-first District, at a cost of \$4,836.85.

A new stable for the horses of the mounted service in the Twenty-ninth District, at a cost of \$3,700.

The new hospital stable at Eleventh and Wharton streets was completed during the year. It is a model stable and fills a want long felt. All the sick and all the extra horses from the stable at Juniper and Race streets have been moved to the new stable. At this time it is almost full. The cost of construction was \$10,387.

The new buildings for the patrol service in the Twelfth District, in the Thirtieth District, and in the Second District, were commenced during last year. They are all nearly completed and will be occupied this year. I regard these additions to our service as very valuable. In the Second District the new house takes the place of a rented property for which we are paying \$1,200 per annum. In the Twelfth and Thirtieth Districts the service is new.

During the year a lot was purchased on Fifteenth street south of Vine street (48 x 196, price \$32,500) for a police station and patrol for the Twentieth District.

POLICE STATION, 30TH DIST

PATROL No. 20.

ENGINE Co. No. 42.

FRONT AND WESTMORELAND STREETS, 33D WARD.



A lot was also purchased at the northwest corner of Mintzer street and Fairmount avenue (42 x 160, for \$15,000) for a police and patrol station for the Seventh District.

A lot at Trenton avenue and Dauphin street was purchased for a police and patrol station for the Twenty-sixth District, price \$10,000.

The mounted service was increased during 1893 by the addition of thirty (30) men, and at the close of the year numbered 173 men, distributed as follows :

DISTRICTS.	Lieutenants.	Sergeants.	Patrolmen.
Thirteenth.....	1	2	9
Fourteenth.....	1	6	23
Seventeenth.....		1	8
Twenty-first.....	1	2	19
Twenty-second.....		2	
Twenty-fourth.....	1	2	4
Twenty-fifth.....	1	2	13
Twenty-seventh.....	1	2	40
Twenty-ninth.....	1	3	16
Thirtieth.....	1	2	9
Total.....	8	24	141

There was one matron appointed in 1893 (in the Thirtieth District.)

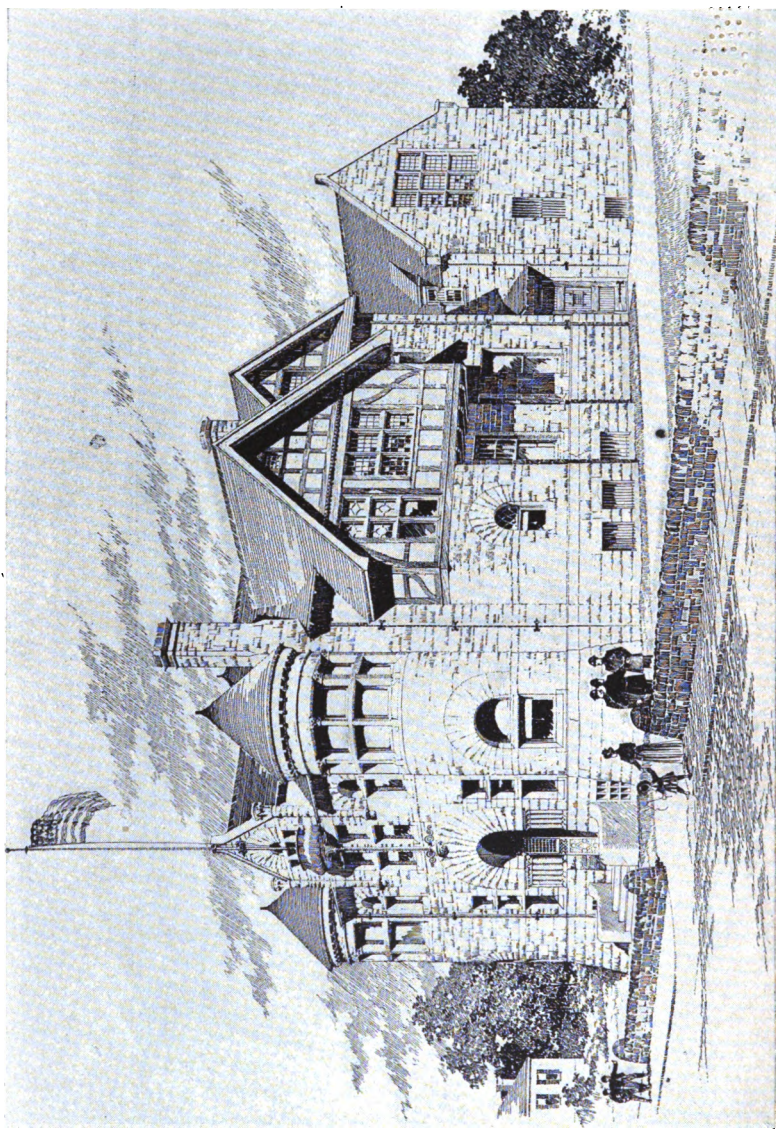
The following Districts have matrons : Reserves, Second, Third, Fourth, Fifth, Sixth, Eighth, Tenth, Thirteenth, Seventeenth, Eighteenth, Nineteenth, Twenty-eighth and Thirtieth Districts.

While the Act of Assembly requiring matrons to be appointed is mandatory, I am unable to appoint more until new houses with quarters for matrons are built, or old ones altered so as to provide quarters. The expense of altering our old houses for this purpose would be so

great that I have not recommended to Councils any appropriation for this purpose. In many of the houses the men are so cramped for room that it would be impossible to provide quarters for matrons. In all the Districts in which there are not regularly appointed matrons, the janitress is called in when her services are needed, and I am glad to say that these good women have time and again done kindly service for women and children needing the care of a woman.

The force, on December 31, 1893, embraced the following:

Superintendent of Police.....	1
Clerks	7
Fire Marshal.....	1
Police Surgeon.....	1
Veterinary Surgeon.....	1
Assistant Veterinary Surgeon.....	1
Captains of Police.....	4
Captain of Detectives.....	1
Detectives.....	16
Meat Detective.....	1
Storekeeper.....	1
Lieutenants.....	33
Street Sergeants.....	83
House Sergeants.....	108
Patrol Sergeants.....	36
Patrol Drivers.....	36
Patrol Officers.....	36
Harbor Pilots.....	4
Harbor Engineers.....	4
Harbor Firemen.....	4
Van Drivers.....	6
Hostlers.....	14
Matrons.....	14
Janitrix.....	48
Messenger.....	1
Window Cleaner.....	1
Driver of Supply Wagon.....	1
Patrolmen.....	1,704
	2,167



SUB-STATION, 14TH POLICE DISTRICT, CHESTNUT HILL.

The list of lodgers in the several station houses tells an interesting but a sad story. It shows the want and distress so widely prevailing. The total number of lodgers accommodated during the year was 20,521, an increase of 8,637 over the year 1892. During the months of November and December, 1893, as many lodgers were accommodated as during the entire year of 1892.

The total value of property recovered by the Police Bureau in 1893 was \$182,963.91, an increase over 1892 of \$27,657.73. The figure in 1892 showed an increase of \$25,993.11 over 1891. Of the total for 1893, the detectives recovered \$50,851.47.

The usefulness of the Bertillion System for the identification of criminals (put in operation in 1892) has been further demonstrated. During the year 1893, 265 descriptions and photographs were taken.

I am delighted to be able to state that Councils (while refusing to increase any salaries for 1894) took the steps necessary to carry forward the graded salary scheme in the Bureaus of Police and Fire. The working of the plan for one year showed that the City pecuniarily gained by its operation. All regular patrolmen and all firemen appointed in 1893 were paid \$2.25 per day. As vacancies occurred among the older men—paid \$2.50 per day—by resignation, death or discharge, the new men came in at the lower rate. All the men appointed in 1893 will be paid this year \$2.40 per day, and those appointed in 1894 will receive \$2.25 per day. I feel confident that the \$2.40 and the \$2.50 per day men will be increased to \$2.60 per day in 1895. I hope, in 1896, all firemen and patrolmen receiving \$2.60 in 1895 will be increased to \$2.75 per day. The experience of the past year shows, that with salaries graded at \$2.25 per day for the first year, \$2.40 per day for the second year, \$2.60 per day for the third year, and \$2.75 per day for

each year thereafter, the City will pay to her policemen and firemen, averaged all the way through the several grades, not more than \$2.50 per day. The advantages derived by the City are, first, that a better class of men will seek employment in these branches of the service; second, that men serving as firemen and policemen will be given a pecuniary inducement to continue in the service; and third, the experienced men will receive more pay than the new and untried men, and the pay of the new men will be increased as their usefulness increases. I regard the graded salary plan as a most excellent innovation. I wish it could be applied to some of our other Bureaus. I believe the City could well adopt the rule followed in almost all banks and trust companies, of increasing tried and faithful employees annually by a slight, but gradual, increase of salary, fixing for each position a maximum, but starting a new incumbent in that position at a smaller salary, and reaching it by annual increases.

During the past year everything has been done by the Superintendent to bring his force to the highest degree of efficiency. Regular drills for the patrolmen and mounted service have been insisted on, the uniforms have been rigidly inspected, officers deserving of it have received commendation, and on the contrary those offending against the rules of the Bureau have been tried and punished.

During the year 1893, 340 cases were tried before the Police Court of Inquiry. These included 2 lieutenants, 2 detectives, 3 sergeants, 9 house sergeants, 8 patrol sergeants, 3 patrol drivers, 4 patrol officers, 3 harbor officers, 346 patrolmen, and 28 substitutes. Charges were proved against 297 officers, and not proven against 87, and were disposed of as follows: Fines (in days pay) 672, reprimand 21, sentence suspended 11; dismissals from the

force : 1 lieutenant, 1 sergeant, 1 patrol sergeant, 1 patrol driver, 98 patrolmen and 7 substitutes. Total dismissals, 109.

The Superintendent has given to the duties of his position his undivided time and attention. He has been zealously supported and upheld by his Captains, by the Lieutenants, and by the subordinate officers. I believe that Philadelphia has to-day a police force as efficient as that of any city in this country, and one which accomplishes wonders when the immense territory to be covered and the small number of men employed is considered.

The Inspectors of Meat and Cattle (carried on the pay-rolls of the Bureau of Police) inspected during last year 161,374 head of cattle. They condemned 328 head of diseased cattle. They were all destroyed. Of these, 253 were suffering from tuberculosis, 9 from actinomycosis, and 66 from various other diseases. 43,374 calves were examined and 840 were condemned ; 227 diseased sheep were condemned and destroyed ; 16 persons were arrested and held for trial for selling or exposing for sale unwholesome flesh.

The labors of the inspectors have resulted in great good, but it is to be regretted that the bills introduced at the last session of the Legislature to give the Boards of Health the power to license and to regulate slaughter houses and prevent the sale of immature calves for food, were defeated.

It must have impressed any one who watched the police reports last year how many of the prisoners were minors. I think it is safe to say that never before were so many boys arrested for serious offenses, robberies, window smashing, and petty larcenies. What the cause for this is I leave for others to decide. I am firmly convinced that the many pool rooms that abound are in some measure responsible. They are, many of them,

nurseries of vice, and, believing this, I drafted and endeavored to have passed last winter an act requiring pool rooms to have a municipal license granted by the Mayor and giving the right to refuse a license under the same circumstances as, under the present law, would warrant the refusal of a license to a theatre. The law as to places of amusement has been found to be a salutary one, and I could then see, and now see, no reason why pool rooms should not be put under similar restrictions. I regret to say that the act was defeated. In some sections of the city pool rooms remain open until long after midnight, and the patrons are, in the main, boys and young men. A pool room may be entirely harmless, but it may also be a resort for the idle, the vicious and the criminal.

The amount appropriated in 1892 for 1893 was.....	\$2,205,891	25
There was appropriated in 1893.....	4,131	00
	\$2,210,022	25
Disbursements.....	2,180,857	24
	\$29,165	01
Transferred to other Bureaus and carried over books 1894....	25,864	09
Balance merging.....	\$3,300	92
The receipts from all sources were.....	\$2,922	12

Bureau of Health.

The work done in the Bureau of Health during 1893 exceeded the record of any year in its history. We started the year with a larger force and more ample appropriations than ever before. Early in the year Councils made an appropriation of \$20,000 for sanitary inspection and general expenses in placing the City in good sanitary condition, and immediately thereafter ten Assistant Nuisance Inspectors were appointed (making the force thirty in all), and the work of a thorough house to house inspection was begun. This work was kept up until cold weather

2



MAIN BUILDING, MUNICIPAL HOSPITAL.

set in, and 68,639 houses were visited and inspected. These inspections resulted in the discovery of 10,363 nuisances, of which 9,128 were abated by the owners after the service of the proper notice by the Board of Health.

The item for the removal of nuisances was added to during the year several times by transfers and additional appropriations, and the work of removing nuisances was continued until December. This was quite unusual. In former years this item was usually exhausted by the middle of the year or early in the autumn, and nuisances sometimes exceedingly prejudicial to the public health went unabated because the City could not do the work, and the property owner would not because he knew the Board could not.

An ample appropriation to this item results in the orders of the Board for the removal of nuisances being obeyed, because the property owner knows that, if he fails to obey, the work can and will be done at his expense.

During the year the Bureau was greatly strengthened for the discharge of its duty by the further extension of the plant at the Municipal Hospital. The need of a diphtheria hospital has been severely felt for some time. The Board resolved to build a modern and complete pavilion hospital for such cases. It was commenced in the early summer and completed in November. It cost \$16,500. Before being occupied, it was inspected by several gentlemen eminent as doctors and sanitarians, and pronounced a complete and modern hospital.

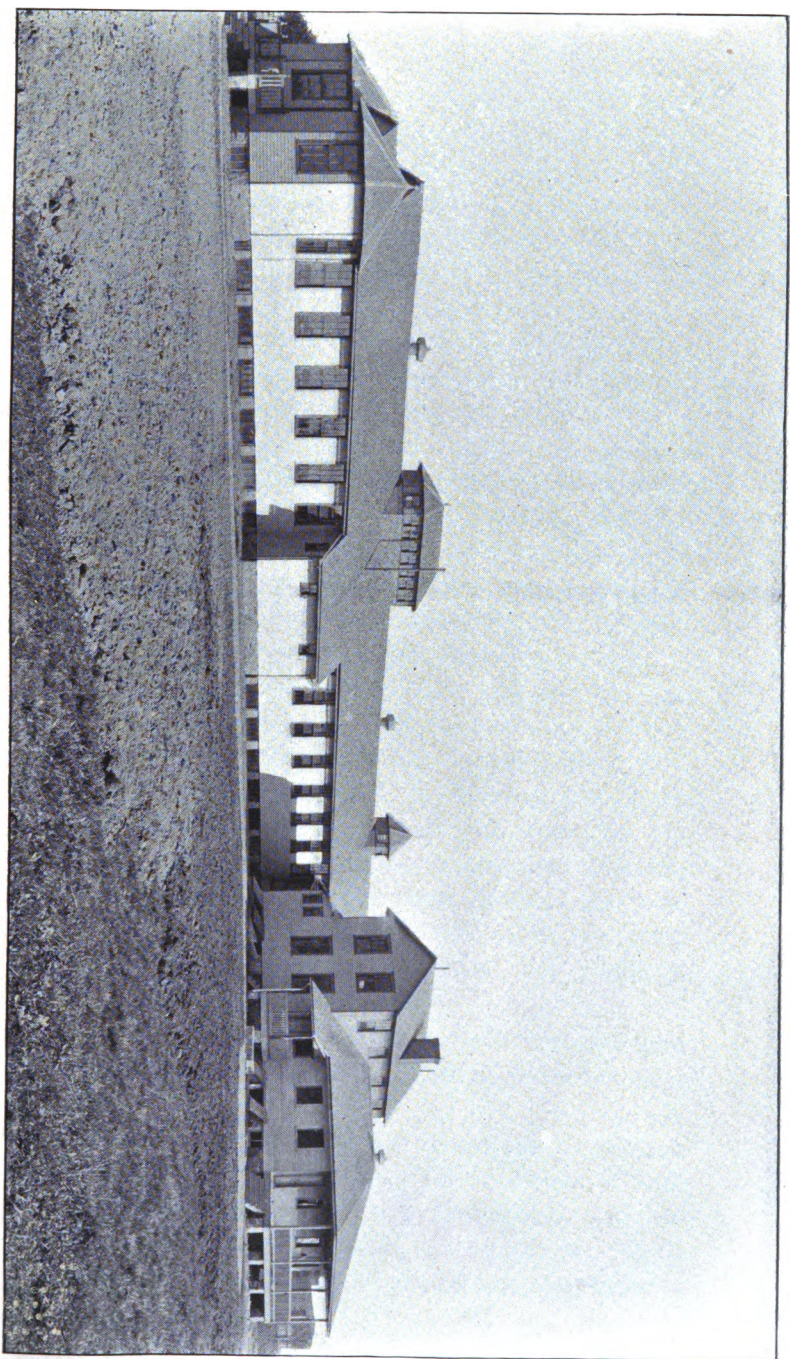
We have also been able during the past year to build and put in operation a complete disinfection plant at the Municipal Hospital. The plan was the result of a careful study of the systems recently put in operation and the selection of the best features in each. It has been pronounced by the expert sent to examine it by the United

States Marine Hospital Service the finest in the country, and, so far as he knew, in the world. It is built between two distinct apartments, having no communication from one to the other except through the disinfecting chamber, in which the articles to be disinfected are placed and subjected to dry heat and dry steam up to 275° if requisite. It has worked to perfection and is filling a want long felt. The articles infected are hauled to the plant in a wagon built for the purpose and removed in another.

While I regret that the Commission appointed to secure a site for a new Municipal Hospital has failed so far to secure a suitable location, it has been deemed wise to make the present hospital as nearly perfect as possible. The more nearly perfection we bring it, the less risk to the neighborhood in which it is located. I am hopeful that a new location may be found in the near future, for I believe that the present hospital and its grounds could be sold for enough to buy a much larger tract of ground elsewhere and construct a larger group of buildings, each of the type of our new pavilion hospital.

While the ravages of diphtheria were not so severe as in 1892, I think Councils should carefully consider whether it would not be proper to establish in two or three sections of the City separate small hospitals for the treatment of this disease. The advantages are manifest.

Philadelphia is to be congratulated and the Bureau of Health commended, for the success attending the efforts to prevent an epidemic of smallpox. The conditions were much like those existing in 1871, and the City could unquestionably have been ravaged by an epidemic as severe as that occurring at that time. The energetic measures resorted to by the Bureau, the ample funds at our disposal, and the corps of Assistant Medical Inspectors and Assistant Disinfectors enabled us to make each case a special study, quarantining and isolating it, and



THE WM. H. FORD PAVILION HOSPITAL.—MUNICIPAL HOSPITAL.

thoroughly disinfecting the premises where the disease existed. The result was, that though there were twenty-four distinct centres of the disease from which it could have spread, it was confined and stamped out, and on the first of the year there was not a single case in the City. There were thirty-three cases treated in the Municipal Hospital.

The Bureau expended money freely but judiciously, in quarantining houses in which contagious diseases prevailed. There was expended in this service \$21,198.75. Whenever the medical inspector deemed the circumstances of the case to require quarantining, he directed the health officer to make the proper detail for the purpose, and to this one fact more than anything else is due the success of the Bureau in dealing with contagion. Diphtheria, which at one time threatened to become epidemic, has been kept in check, and the number of cases and deaths decreased. In fact, the work of the Bureau during the year, aided by the work of our citizens who seemed to appreciate the necessity of a close attention to sanitation, resulted in making our death rate phenomenally low, and had it not been for the ravages of the grippe during the winter, our showing as to deaths would have been even better. As it is, Philadelphia's death rate for 1893 was 21.20 per 1,000 living persons, as compared with 22.25 per 1,000 in 1892, and 21.85 per 1,000 in 1891.

During the past year the laboratory has been equipped with the necessary apparatus for making bacteriological examinations.

In the Plumbing and House Drainage Inspection Division, the work done has been far in excess of that of any previous year. Plans were submitted and approved for 4,501 new and 12,730 old buildings. Visits of inspection to old and new buildings to the number of

62,161 were made. One hundred and thirty-three applicants for registration as master plumbers were examined, of whom 80 were passed, and 56 were rejected.

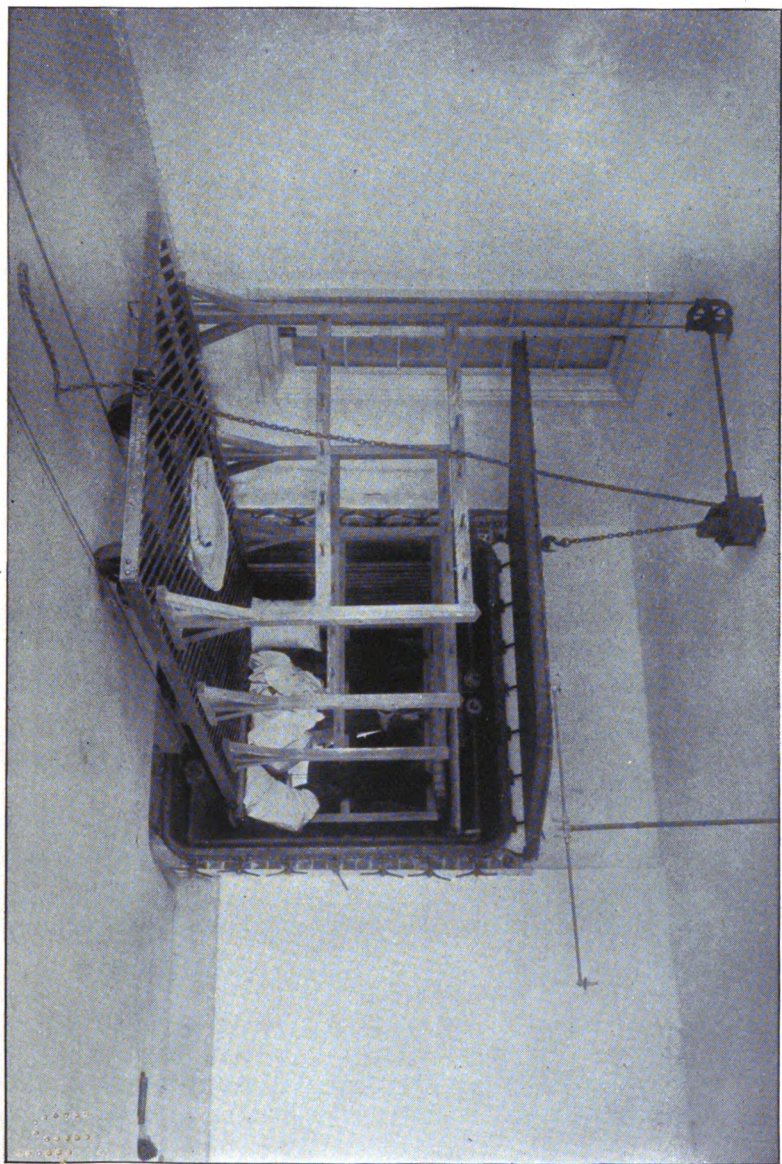
For the removal of nuisances \$24,799 were expended.

The resolution of the Board prohibiting the keeping of hogs within the City was rigidly enforced. It is a matter of much gratification that the specifications for the removal of garbage this year require all combustible waste to be burned. Cremation, or the utilization of garbage, is the only sanitary method for its disposal, and much good will result from the abandonment of the old method of feeding the garbage to hogs.

The paving of the small streets east of Broad and south of Pine street with asphaltum and granolithic pavements has been a great improvement to that section of the City, and will, undoubtedly, much improve the sanitary condition.

The experiment of setting up 100 sheet-iron garbage boxes has resulted, by the patient work of the Police Bureau, in improving the condition of the "slum" streets. It was almost impossible to prevent the people from throwing their garbage into the streets. They have been taught to use the boxes. These have been regularly emptied by the garbage contractors. If the funds can be secured their number will be increased this year.

The prevalence of small-pox in an epidemic form in nearby cities and towns, and the fact that we had, during the year, 42 cases in Philadelphia, caused the Board to make diligent efforts to have as many of our people vaccinated as possible. For each successful vaccination 40 cents was paid. This service cost us \$6,213.20. When we consider that between August, 1871, and June, 1872, there were 4,453 deaths in Philadelphia from small-pox, the good work done by the Bureau in holding in check the outbreak of last year must be apparent.



DISINFESTING CHAMBER AND CAR, MUNICIPAL HOSPITAL.



I have but briefly outlined the excellent work done by the Bureau last year. I feel thankful to Councils for the liberal appropriations, which made it possible to accomplish so much.

I feel that acknowledgment also should be made to the Women's Health Protective Association and to the Cholera Committee of the College of Physicians, for the help given by them in the work of putting the City in good sanitary condition.

Mention should also be made of the excellent work done by the Police Bureau in the same direction. The police made 3,081 sanitary reports, most of them embracing several nuisances.

Appropriations.

General appropriation, Ordinance December 31, 1892.....	\$170,420 00
Brought forward from books of 1892.....	3,073 89
Additional appropriation, Ordinance March 13, 1893.....	13,000 00
Transferred from Bureau of Police, March 13, 1893.....	1,480 00
Additional appropriation, Ordinance March 13, 1893.....	12,000 00
Additional appropriation, Ordinance March 27, 1893.....	10,000 00
Additional appropriation, Ordinance April 22, 1893.....	520 00
Additional appropriation, Ordinance May 15, 1893.....	20,000 00
Additional appropriation, Ordinance June 7, 1893.....	20,000 00
Additional appropriation, Ordinance June 27, 1893.....	1,000 00
	\$251,493 89
Transferred from, Ordinance October 21, 1893.....	713 22
	\$250,780 67
Transferred to, Ordinance December 14, 1893.....	750 00
Transferred to, Ordinance December 28, 1893.....	250 00
Total appropriation.....	\$251,780 67
Amount expended.....	251,647 58
Balance merging.....	\$133 09

Bureau of Fire.

In 1893 the Bureau of Fire had one of the most successful years in its existence. While the fire losses in

many of the large cities in the country were growing with alarming rapidity, the losses in our City were less than any previous year since 1883, with the single exception of the year 1887.

This gratifying result is due, first and principally, to the excellent work of the Chief Engineer and his men, but in my judgment part of the credit can justly be claimed by the Police Bureau, and not a little by the Electrical Bureau. Never before were alarms so promptly transmitted. The policemen were alert and attentive to duty. The fire alarm wires were kept in excellent condition, and the underground service was extended, as will be noted hereafter. Several fires were extinguished by the policemen. The improvement in the Bureau's apparatus was also a factor in the good work done.

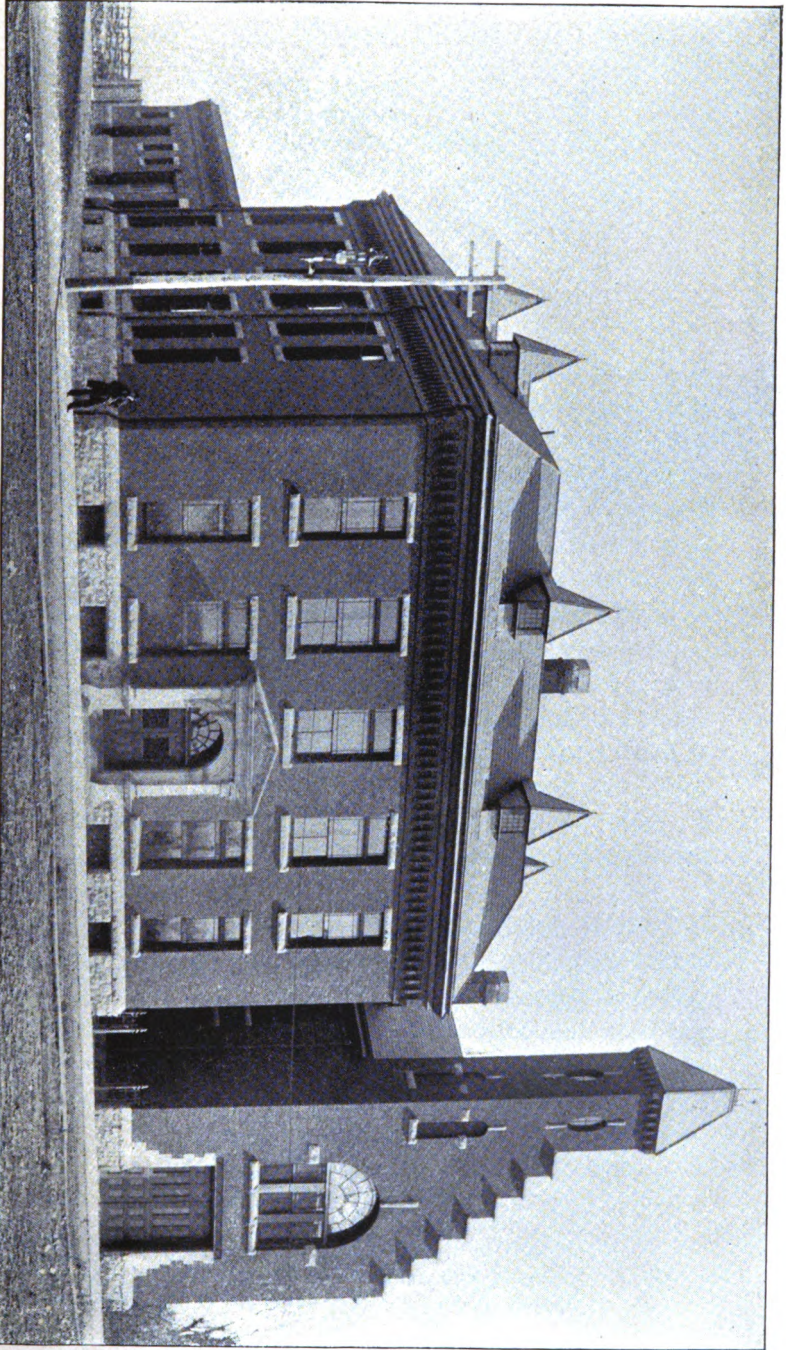
The small fire loss is all the more creditable when we note that in 1892 there were 1,503 alarms, and in 1893 1,651 alarms, *being an increase over 1892 of 148.*

There were added to the force, in 1893,

8 Hosemen.

The force now embraces :

- 1 Chief Engineer,
- 8 Assistant Engineers,
- 1 Inspector,
- 49 Foremen,
- 43 Engineers,
- 38 Firemen,
- 44 Drivers,
- 7 Tillermen,
- 405 Hose and Laddermen,
- 1 Secretary,
- 1 Storehouse-keeper,
- 1 Assistant Clerk,
- 1 Messenger,
- 4 Telephone Operators,
- 1 Superintendent of Horses,
- 2 Hostlers and Watchmen,
- 1 Superintendent of Repair Shop,



29TH DIST. POLICE STATION. PATROL NO. 16.
61ST AND THOMPSON STREETS, 34TH WARD.

ENGINE CO. NO. 41.

10 Machinists,
 5 Blacksmiths,
 5 Blacksmiths' Helpers,
 3 Wheelwrights,
 3 Painters,
 1 Carpenter,
 1 Patternmaker,
 1 Plumber,
 1 Boilermaker,
 47 Cleaners.

Last year I expressed the hope that I would be able to secure a site, in the neighborhood of City Hall, for a large and modern house to accommodate a truck, two engines, a water tower, and a chemical engine. I have the pleasure now of reporting that the lot has been secured. Councils authorized the purchase of the lot on Market street, west of Twenty-first street, 52 x 125 to Barker street, for \$30,000, and have appropriated the necessary funds to erect a fire house on the lot, purchase the necessary apparatus, and employ the men to equip the service. I expect to station there two engines and hose wagons (the latter with chemical extinguishers attached), a truck and a water tower. Accommodations for an Assistant Engineer, three foremen, and 43 men will be provided. I hope to have the house built and the companies in service by the early autumn.

During the year some of the old apparatus in the Bureau has been replaced by newer and more modern makes and patterns. The Philadelphia Fire Bureau is to-day well equipped. We lack only in trucks, and need but three or four new engines to replace old ones. During the year we purchased the following apparatus and hose:

4 Silsby Fire Engines.
 2 Chemical Engines.
 2 Combination Hose Wagons.
 36 Six-gallon Hand Extinguishers.
 17,500 feet of 2½-inch Eureka Fire Hose.
 2,000 feet of 3-inch Eureka Fire Hose.
 1,000 feet of 3½-inch Eureka Fire Hose.

We now have as our equipment :

- 1 Iron and Steel Fire Boat.
- 2 No. 1 Silsby Engines.
- 22 No. 2 Silsby Engines.
- 9 No. 4 Silsby Engines.
- 1 No. 1 La France Engine.
- 1 No. 4 La France Engine.
- 2 Knowlton Engines.
- 2 Amoskeag Engines.
- 1 Reanie & Neafie Engine.
- 1 Richards Engine.
- 5 Reserve Engines.
- 17 Four-wheel Hose Carriages.
- 22 Two-wheel Hose Carriages.
- 2 Combination Hose Wagons.
- 7 Hayes' Extension Ladders.
- 4 Trucks.
- 4 Chemical Engines.

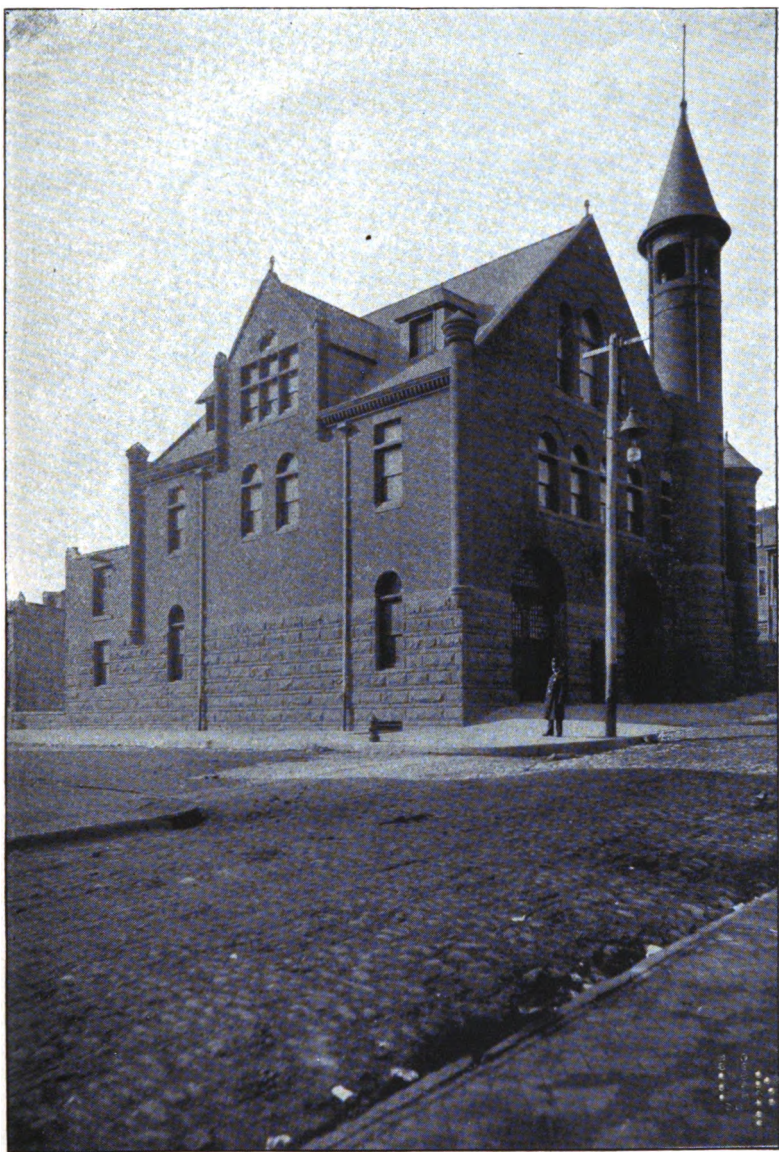
Fire stations at the following locations were erected :

At Front and Westmoreland streets, Thirty-third Ward. Value of lot (70 x 106) \$7,000. Contract price of fire station and police patrol house, \$31,000.

At Warnock and Berks streets, Twentieth Ward. Value of lot (70 x 100) \$13,500. Contract price of fire station and patrol house, \$35,000. Engine Company No. 2, located Tenth street above Montgomery avenue, in a rented house for which we were paying \$900 per annum, was moved into this new house.

On Queen street, above Front street, Third Ward, the City purchased a lot (18 x 101), adjoining the old fire house, for \$3,000, making the lot 55 x 101, on which is being erected a fire station and patrol house to cost \$17,000. We are now paying \$1,200 per annum rent for a house for the patrol.

These buildings are all nearly completed.



ENGINE CO. NO. 2, AND PATROL NO. 19.
WARNOCK AND BERKS STREETS, 20TH WARD.

41

There were purchased for fire purposes the following :

A lot on Market street, west of Twenty-first street (52 x 125) to Barker street, for \$30,000 ; a lot on Fourth street, above Girard avenue (60 x 160) for \$13,000, and a lot at Otsego and Reed streets (60 x 80) for \$7,000. Nos. 1834 and 1836 Naudain street, immediately in the rear of the house now occupied by Company No. 1, at 1837 South street, making the latter lot 36 x 80 (from South street to Naudain street) was purchased for \$10,000. It is intended to remodel, enlarge and improve the house now occupied by Engine Company No. 1. The lot at Twenty-sixth and York streets, Twenty-eighth Ward (80 x 112), was purchased for \$5,000, and lot and building Germantown avenue and, Seymour streets, Twenty-second Ward (36 x 100) for \$13,500.

On the Twenty-eighth Ward lot a fire house will be erected this year.

The building in the Twenty-second Ward has been altered into a truck house and put in service. It is a very complete and comfortable house.

For this year Councils have appropriated the money for the following additions to the fire service :

To build and equip the house at Twenty-first and Market streets. It is the desire of the Department to make this one of the most complete fire houses in the country.

To build a truck and engine house on Fourth street, above Girard avenue. When the house is finished a truck company will be installed and Engine Company No. 29, now on Lawrence street, below Girard avenue, in a rented property, will be moved to the new house.

To build and equip a new engine house at Twenty-sixth and York streets, Twenty-eighth Ward.

To build and equip a new engine house at Otsego and Reed streets, First Ward.

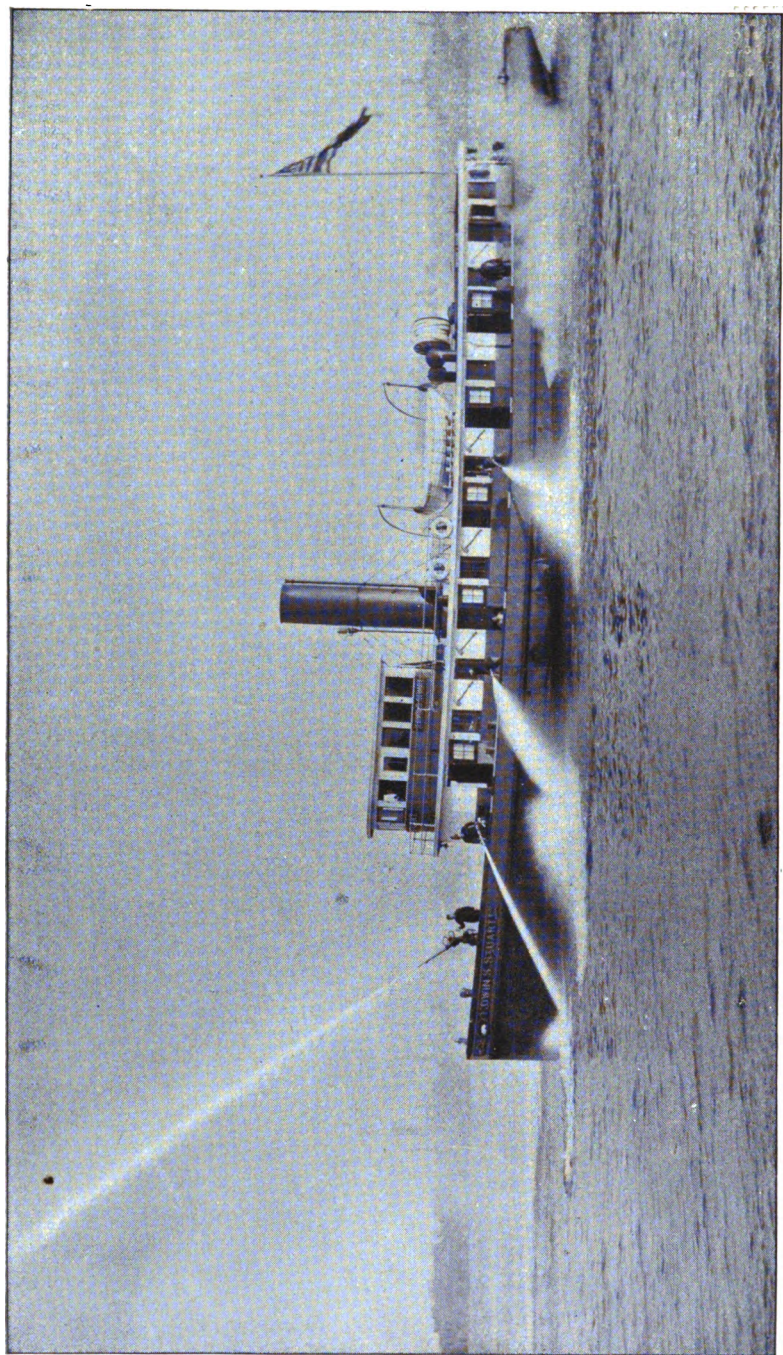
To enlarge and improve the quarters of Engine Company No. 1, 1837 South street.

It will be seen that before the close of this year the City's service will be materially increased. We will then have nine truck companies, where now we have but seven. We will have forty-five fire companies, where we now have but forty-one, and there will have been added a water tower and several chemical engines.

We have now: 41 engine companies, 7 truck companies with Hayes trucks (there are four trucks of older patterns, 1 in Frankford, 1 in Manayunk, 1 in Germantown, and 1 in Holmesburg), 39 hose carts, 2 combination hose wagons (these wagons are equipped with two 35-gallon chemical tanks), 4 chemical engines (each apparatus in the Bureau carried a six-gallon chemical extinguisher), 90,000 feet of hose and 210 horses.

There was added, last year, a new iron and steel fire boat, the "Edwin S. Stuart." A contract was awarded last year to put new boilers on the Police Boat "King," increasing her steam capacity and making the 1,500-gallon pump on her available to its full capacity. With her old boilers the pump would not develop more than half its capacity. While the "King" is undergoing repairs, the Schuylkill Harbor Police are using the tug "Visitor," lately used by the Health Bureau at the Lazaretto. When the repairs to the "King" are completed, the "Visitor" will be equipped with pumps and put in service in the Delaware river, south. We will then have three police boats equipped with good pumps and able to do excellent fire service, and one of the finest fire boats in the country.

In addition, eight of the patrol wagons (Bureau of Police) were equipped with two 6-gallon chemical extinguishers each, and the police have put out several fires occurring near the patrol stations. It is intended to



NEW IRON AND STEEL FIRE BOAT, EDWIN S. STUART.

equip all wagons with the extinguishers, as fast as the work can be done. The crowded condition of the repair shops, during the past year, has kept back this and some other much needed work.

The fire boat was put in service September 1. Though it has responded to nineteen alarms since, it has been in service but once and that was at a trifling fire among a lot of boat houses on the Delaware river front. The fire was speedily extinguished and the boat gave practical demonstration of what it could do. I anticipate that when opportunity presents, to use the boat at some fire of importance, it will prove extremely useful.

Recognizing that the firemen can do good work in preventing fires as well as extinguishing them, I issued an order on May 16, requiring the foremen of the respective companies to make an inspection semi-annually of the various manufacturing and commercial buildings in their several districts for the purpose of familiarizing themselves with the internal construction of the same, so that in the event of fire occurring, the knowledge obtained may be of practical use; and requiring them also to ascertain if rubbish is allowed to accumulate, and to what extent, and all matters which, in their judgment, are likely to increase the danger of fire, and report the same to the Chief Engineer.

This work has been kept up and I know, from the reports received, that many defects in buildings and many matters which might have caused fires have been pointed out and remedied.

I also directed the foremen of the several stations of the Bureau to make the following detail for duty on the first floor :

One man, from 7.30 o'clock P. M., to 12 o'clock, midnight.

One man, from midnight to 4 o'clock A. M.

One man, from 4 o'clock A. M. to 8 o'clock A. M.

They answer telephone calls, and attend to all other matters that may occur while on duty.

Should anything of a special nature arise they immediately notify the foreman of the same.

Firemen are detailed for each performance at the following places of amusement: Grand Opera House, Forepaugh's, Arch Street, Empire, Walnut, Park, Girard Avenue, Bijou, National, Lyceum, Kensington, Standard, and Star and Gaiety Theatres. Immediately after each performance the fireman detailed is required to fill up a report specifying anything which came under his notice requiring attention, and giving the result of his inspection of fire hose, extinguishers, etc.

Section 40 of the Act of June 8, 1893, provides: "The stand-pipes, gas pipes, electric wires, hose, footlights, and all the apparatus for the extinguishing of fire or guarding against the same, as in this section specified, shall be in charge and under control of the Bureau of Fire, Department of Public Safety, and the said Department is hereby directed to see that the arrangements in respect thereto are carried out and enforced, and Councils may by ordinance fix a reasonable compensation for such services."

It is a question for Councils to consider whether these theatres should not pay for the firemen detailed, at least as much as the City pays the men.

The report of the Insurance Patrol, read at the annual meeting last month, gave the fire losses in 1893 as \$1,060,239. You will notice that the Fire Marshal gives the total loss as \$1,415,984. The President of the Fire Underwriters' Association gives the losses as \$1,307,565. The Insurance Patrol reports only the losses covered by insurance in regular companies. The President of the Underwriters' Association adds to this, for "13 fires reported by mutual companies, \$234,786," and for fires in

"buildings not insured" and on "contents not insured, \$12,450," making the total of \$1,307,565. It is in the latter item that the Fire Marshal finds his larger figures. He gives the losses in buildings uninsured, as stated by the owners. I am inclined to believe that the loss is something more than the President of the Fire Underwriters make it, and something less than the Fire Marshal gives it. The owner of property uninsured is more likely to exaggerate than to underestimate his loss. Taking either estimate it shows a large and gratifying decrease from the figures of the few years preceding.

The fire losses in 1892 were \$2,615,206; in 1891, \$2,657,235; in 1890, \$1,502,779; in 1889, \$1,575,075; in 1888, \$2,076,269; in 1887, \$1,056,207; in 1886, \$2,894,492; in 1885, \$1,909,609; in 1884, \$2,990,207, and in 1883, \$1,235,593.

It appears more than probable that the United States Government will take the property occupied by Fire Headquarters and the repair shops on Race street, extending from Juniper street to Good Will alley, together with the other properties south and west, as a site for the new Mint.

This will render it necessary to procure at once a new site for the repair shops and supply rooms for the Bureau. I would much prefer that the Chief should have his office in City Hall, near the other Bureaus of this Department. I hope that accommodations may be procured for him here during this year.

Engine Company No. 17 can be moved to the new house at Twenty-first and Market streets, though I would prefer to erect a house for this company on the rear of the lot purchased for police purposes on Fifteenth street south of Vine street.

During the year there were seven deaths of hosemen, one of whom was killed by falling walls.

There were 103 accidents to hosemen during the year, resulting from various causes.

Amount appropriated for the year 1893.....	\$744,448 84
Carried forward, books 1892..	44,051 66
Transferred to other Bureaus.....	\$788,500 50
	11,900 78
Amount expended.....	\$776,599 72
	774,703 67
Balance merging.....	\$1,896 05

I am gratified to be able to report the continued prosperity of the Policemen's Pension Fund Association and the Firemen's Pension Fund Association, both of which organizations have materially increased their funds during the year, and are continuing the good work for which they were designed.

The Police Fund has, in good investments and cash, in the treasury, \$105,333.67, and the Firemen's Fund has \$57,005.28.

The Policemen's Fund is caring for 37 persons, as follows:

1 Detective.....	\$50 00 per month.
28 Patrolmen.....	1 25 per day, each.
5 Widows.....	20 00 per month, each.
3 Children.....	6 00 per month, each.

And the Firemen's Fund, for 20 persons, as follows:

1 Foreman.....	\$47 91 per month.
1 Hoseman.....	37 50 " "
1 Widow and 5 Children.....	37 50 " "
1 Widow and 3 Children.....	37 50 " "
1 Widow and 2 Children...	32 00 " "
5 Widows, each.....	20 00 " "

I need not repeat what I have said in prior reports of the benefits resulting from the operation of these two funds. I sincerely trust that Councils may see their way clear to annually appropriate a small sum to each fund.

2



MAIN OPERATING ROOM, ELECTRICAL BUREAU, 6TH FLOOR, CITY HALL.

Considerable additions to the pension roll may be expected in the near future, and then the dues paid by the members will not meet the pension payments. The invested funds ought not to be drawn against for the payment of pensions, but should remain as a permanent fund to insure the maintenance of the Associations.

Electrical Bureau.

On 10th April, 1893, an ordinance was approved permitting the leasing of ducts not at present needed in any of the City's underground electrical conduits. The rentals fixed by the ordinance were: For a two and one-half inch duct, one mile or less, \$300; two miles, \$550; and for each additional mile or part, \$200. This Department has already rented one duct in the Broad street conduit, from Filbert street to Germantown avenue, to the Bell Telephone Company, at an annual rental of \$950. It is a matter of regret that at the time this conduit was laid—in 1887—the funds available were so small that but four ducts from Columbia avenue to Fairmount avenue, and six ducts from Fairmount avenue to Cuthbert street, and four ducts from Lehigh avenue to Germantown avenue, were built. As a consequence, we were unable to give the Western Union Telegraph Company ducts in Broad street for which it made application.

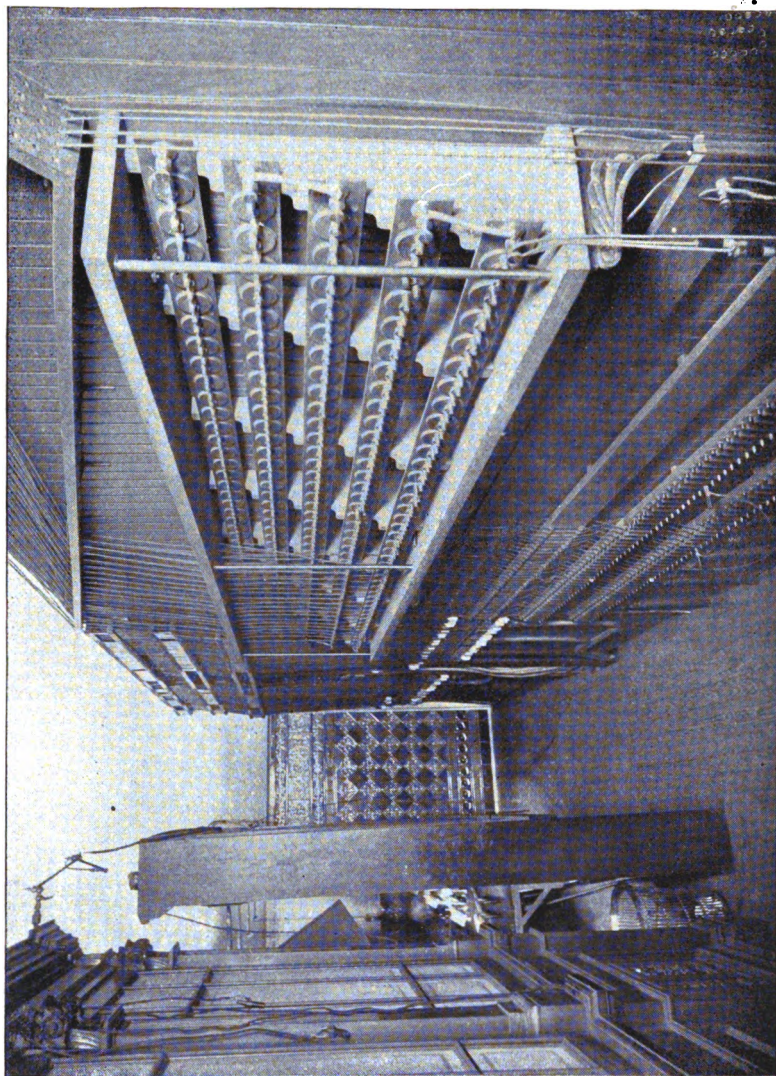
We have also rented in the Market street conduit four ducts to the Western Union Telegraph Company from Water street to the Schuylkill river, and on Tenth street from Market street to Chestnut street, at an annual rental of \$3,000; and also one duct to the Pennsylvania Railroad Company from Fifteenth street to Water street, and on Front street from Market street to Dock street, at an annual rental of \$550.

The revenue which will be derived from the renting of these five ducts in the Market street conduit will this year

amount, for leases already made, to \$3,550. As the conduit cost but \$37,105, it will be seen that the City will derive about 9½ per cent. this year on its cost. It is expected that other ducts will be rented during the year. There are twelve ducts in the conduit.

As the only wires now on City poles on Broad street are those of the Bell Telephone Company, it is confidently expected that before the middle of the year those wires will be removed and the poles will come down.

The poles on Broad street south of City Hall and those north to Willow street have all been removed. The pole line north of City Hall to Willow street was occupied by the United States Electric Light Company, under an ordinance giving that company the right to maintain poles on Broad street. To get the poles off of Broad street, the Electrical Bureau issued a permit to the United States Company to occupy a line of City poles north on Juniper to Race, to Lybrand, to Vine street, and to continue from that point to Thirteenth street and up Thirteenth street to Ridge avenue, and out Ridge avenue to Fifteenth street, and down Fifteenth street to Wallace street, to reach patrons in the western part of the Company's territory. As the Philadelphia Traction Company was erecting a line of trolley poles on Fifteenth street and on Thirteenth street, this Department sanctioned an agreement between the Electric Light Company and the Traction Company by which the electric light wires are to be carried on an extension of the trolley poles. This seemed highly desirable, as it prevented the erection of a new line of poles for the electric light wires, which poles would necessarily have been high enough to carry the electric light wires over the trolley suspension wires. The same arrangement was sanctioned as to Chestnut street, though as to that street the arrangement is a temporary one only, the electric light wires belonging to the Brush



SWITCH BOARD, ELECTRICAL BUREAU, 6TH FLOOR, CITY HALL.

Company, which intends, as soon as the Belgian-block pavement is removed by the Traction Company in its repaving, to put down its conduits and carry its wires therein.

The Brush Company last summer laid a conduit on Market street, but has not yet put its wires therein. I am assured by the manager of that company that the earnest desire of this department to get rid of the poles on Market street will be respected by the Brush Company, and that it will push the work of getting its wires underground with dispatch.

The Western Union Company, as soon as it can draw the necessary cable in the ducts rented by it from the City on Market street, will take down its overhead wires and poles from the south side of that street. All the City wires on the poles on the north side of Market street have been removed. The companies having wires attached to our poles on that street have been advised that such wires must be removed, and I confidently hope that by the close of this year, perhaps before, the pole lines on the north and south sides of Market street will be removed. If such be the case this department can take credit for having rid Market street and Broad street of poles, and while this may not be regarded as a very great deal to be accomplished in two years, it must be borne in mind that it means more than merely clearing these two streets. It means that the contention over the question whether wires can be operated underground is definitely settled, and that the experiment embarked on in 1886 by the City has been demonstrated to be a grand success, and the further multiplication of overhead wires will be stopped for all time, and from now out the progress will be in the other direction. It is not to be expected that the City or private companies can afford to put all wires underground in the suburbs. To make this a requirement for work in such

districts would prevent the necessary extension of the municipal service for police and fire purposes and deprive the citizens of rural wards of electric lights. It is not unreasonable, however, to require all the companies having privileges in the closely built sections of the City to make future extensions underground and to remove annually part of their pole lines. The further point is gained by the work done the past two years that the companies which sometime back strenuously maintained that they could not go underground have conceded the City's contention that they could, and have set the pace for other companies to follow.

It is much to be regretted that, after the poles and wires come down from both sides of Market street (at a great expense to the City and the companies), the street should be burdened with trolley poles, especially as the underground trolley has been worked so successfully in Washington, D. C., for almost a year past. If the system there in use was introduced in Market street, and the style of rail laid in Washington laid here, Market street would be a magnificent street, free from poles and wires (except electric light poles), and would form an unbroken surface for travel from curb to curb.

The trolley construction during the past year has kept the Electrical Bureau exceedingly busy, in fact the past year has given the Chief and his small corps of assistants more than they could do.

Permits for the trolley construction were issued to the several roads as follows :

Trolley Permits.

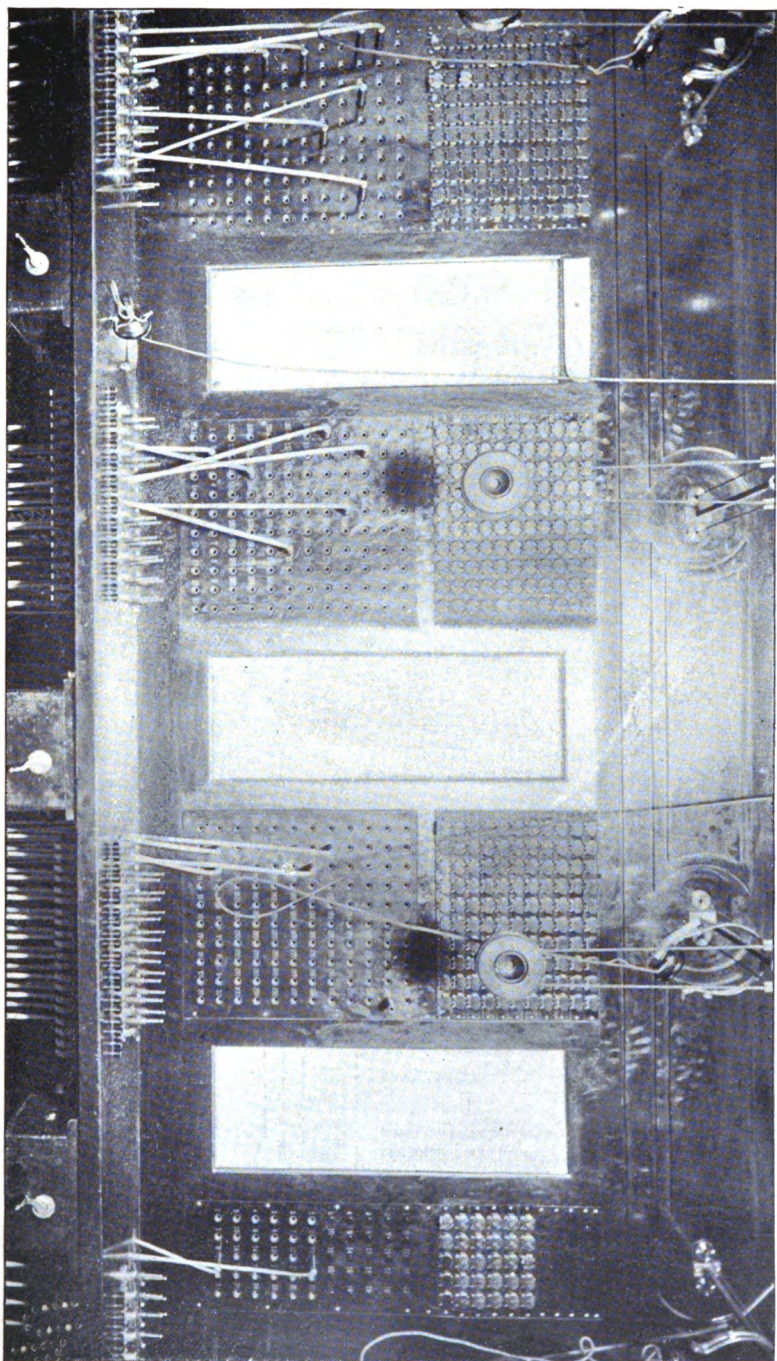
1892.

Catharine & Bainbridge P. R. Co., July 26, 1892.

1893.

Thirteenth & Fifteenth P. R. W. Co., February 27, 1893.

Philadelphia & Gray's Ferry (Spruce & Pine) P. R. W. Co., February 27, 1893.



TELEPHONE SWITCH BOARD, ELECTRICAL BUREAU, 6TH FLOOR, CITY HALL.

100

Empire (Twelfth & Sixteenth St.) P. R. W. Co., March 13, 1893.
 Union P. R. W. Co., March 20, 1893.
 Union (continuation) P. R. W. Co., March 24, 1893.
 Continental P. R. W. Co., March 24, 1893.
 Union P. R. W. Co., March 24, 1893.
 Twenty-second & Allegheny Ave. P. R. W. Co., March 24, 1893.
 Ridge Avenue P. R. W. Co., April 15, 1893.
 Ridge Avenue Connecting P. R. W. Co., April 15, 1893.
 Union (continuation) P. R. W. Co., April 20, 1893.
 Philadelphia & Darby P. R. W. Co., May 15, 1893.
 Thirteenth & Fifteenth Sts. (continuation) P. R. W. Co., May 16, 1893.
 Continental (continuation) P. R. W. Co., May 16, 1893.
 West Philadelphia P. R. W. Co., May 16, 1893.
 Philadelphia & Darby P. R. W. Co., May 16, 1893.
 Union (continuation) P. R. W. Co., May 16, 1893.
 Kessler St. Connecting P. R. W. Co., May 16, 1893.
 Seventeenth & Nineteenth Sts. P. R. W. Co., May 16, 1893.
 Philadelphia City P. R. W. Co., May 23, 1893.
 Walnut St. Connecting P. R. W. Co., May 23, 1893.
 Centennial P. R. W. Co., June 6, 1893.
 People's (Callowhill St.) P. R. W. Co., June 6, 1893.
 Cheltenham P. R. W. Co., June 6, 1893.
 Green & Coates Sts. P. R. W. Co., June 6, 1893.
 Northern P. R. W. Co., June 6, 1893.
 Wissahickon P. R. W. Co., June 8, 1893.
 Germantown P. R. W. Co., June 9, 1893.
 Union (Cable division) P. R. W. Co., June 10, 1893.
 Elmwood & Fairmount P. R. W. Co., June 15, 1893.
 Fairmount Park & Haddington P. R. W. Co., June 15, 1893.
 Moyamensing & Penrose Ferry Road P. R. W. Co., October 10, 1893.

1894.

Citizen's (Tenth & Eleventh Sts.) P. R. W. Co., January 15, 1894.

Already the following roads have been put in operation :

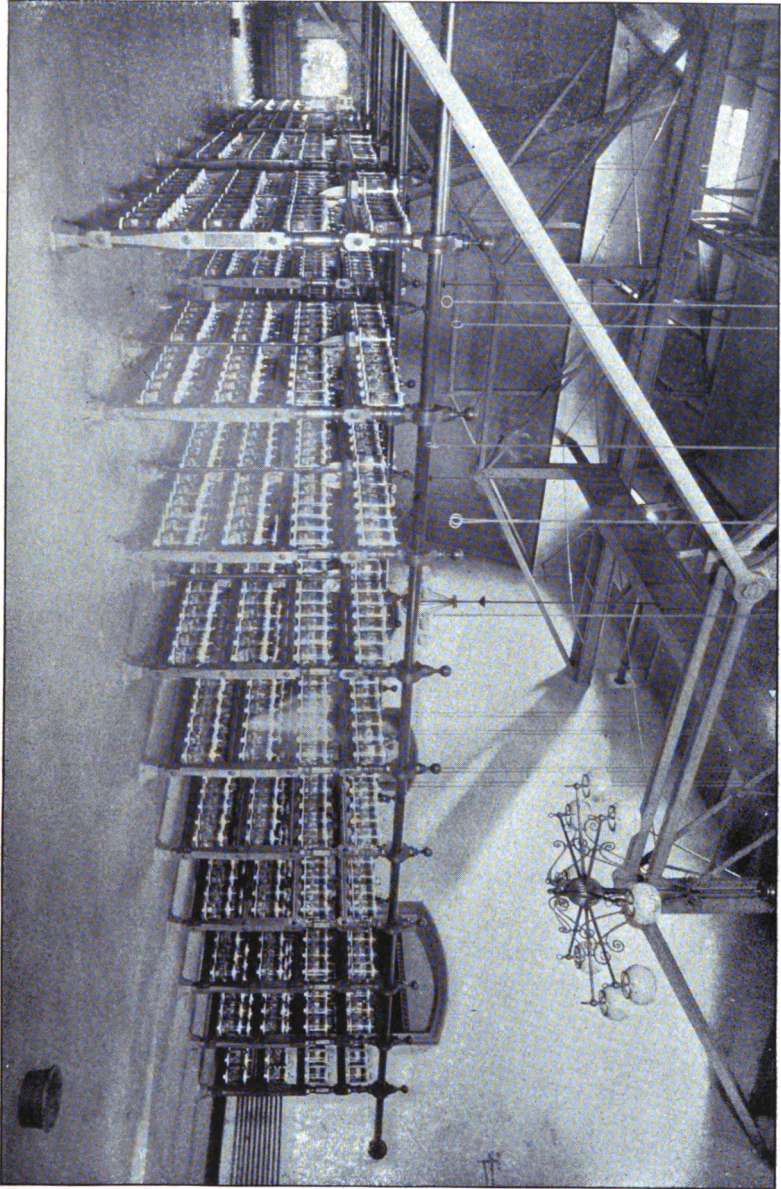
Catharine & Bainbridge Sts. P. R. W. Co.
 Thirteenth & Fifteenth Sts. P. R. W. Co.
 Twelfth & Sixteenth Sts. P. R. W. Co.
 Morris & Tasker Sts. P. R. W. Co.
 Wissahickon P. R. W. Co.
 Union P. R. W. Co., from Twentieth and Long lane, via Twenty-eighth
 to Passyunk avenue, to river Schuylkill.
 Philadelphia & Gray's Ferry P. R. W. Co., on Gray's Ferry from
 Twenty-third street to Thirty-sixth street.

The appearance of our streets in the centre of the city has been much improved by the removal of the old police-patrol booths and the substitution of the more modern device—the wall-box. Of these eighty-two have been erected. Each box is a fire-alarm box and a telephone and police signal station.

There are three hundred and thirty of the old-style booths in operation. The old key-door fire-alarm boxes have been removed along Market street and Broad street, and the new keyless-door boxes substituted. While we have had two alarms sent in falsely (presumably by mischievous persons to see the engines run), they are, in my opinion, a decided improvement, and their extension should go on as fast as the appropriations to the Electrical Bureau will permit. The City has seven hundred and forty fire-alarm boxes in operation; fifty-six were added last year. Forty-three private boxes are connected with the Electrical Bureau, of which nine are on the stages of theatres. There are eighty-three keyless door-boxes in operation, of which thirty-three are connected with City Hall through the City's underground wires.

It must surely be a matter of pride to every observant Philadelphian to note how our electrical service is kept up abreast of any city's service and ahead of almost all. I know of no city in which every branch of the City's electrical service is concentrated, as here, in one Bureau. This year the electrical lighting is under the control of this Bureau for the first time.

The bids opened in December for arc lighting for the streets in 1894 were a disappointment. The prices bid were kept up very closely to last year's figures, and again Philadelphia enjoys the distinction of paying very much more for her lights than most all, if not all, the other cities in the country. The remedy is to make our own light. The figures given in my communication to you of Jan-



BATTERY ROOM, ELECTRICAL BUREAU, 9th FLOOR CITY HALL.

uary 22 last, were gathered after many months of correspondence and study, and they make it unnecessary to refer further to the matter here. I had hoped, when I became Director of Public Safety, to have the pleasure of installing a plant belonging to the City for electric lighting, but I fear that pleasure will be reserved for a future administration. I still believe, and will believe, until the contrary be demonstrated, that the City can make the light for not over 25 cents per lamp per night.

The City's underground conduits have now been so extended that we can form some idea of the good resulting therefrom in the one matter of electric lighting. Streets better lighted than Arch street, Green street, Mt. Vernon street, all west of Broad street, Diamond street, Locust street, Federal street, Market street, and Broad street, north and south, cannot be found in any city in this country. The new conduit to be laid in part this year on Broad street will, when finished, enable that street to be lighted on both sides and make it at night a beautifully illuminated boulevard.

Our telephone service has been further extended during the past year, and we now reach with the municipal wires (and in the main through underground conduits) all city officials, hospitals, fire houses, station and patrol houses. We have now in use 600 telephones for which we pay a rental, and 43 free.

The introduction of a four figure repeater in the operating room of the Electrical Bureau will enable us to extend our fire alarm boxes, this year, up to and beyond 1,000. Last year we reached our limit in three figures and during the past few months could not put up some boxes which are badly needed. In the matter of the extension of our underground conduits and the extension of our underground service, the work noted in my prior reports has been kept up. During 1893 conduits were

laid on Market street, from Delaware avenue to Forty-third street; Broad street, from McKean street to Oregon avenue; Jefferson street, from Ridge avenue to Twenty-third District Station House, and Tenth street, from Market street to south of Chestnut street. The line on Market street is a main line of 12 ducts.

There were about 300 miles of telephone, telegraph and electric light wire conductors laid underground last year.

The efforts to collect unpaid license charges and interest thereon, due by the several telephone and other companies maintaining pole lines and having attachments to City poles, have been continued during the past year, and I am glad to report that the sum of \$72,882.75 has been collected.

The suit of the City *vs.* The Postal Telegraph Cable Company, and Bankers and Merchants Telegraph Company, is still pending in the Courts of New York State, but every decision has thus far been in favor of the City.

The Electrical Bureau installed, last year, the patrol service in the Twelfth and Thirtieth Districts.

I do not feel that I have done justice to the excellent work of this Bureau for last year.

The Chief's report will repay careful study. It is a fact that our Electrical Bureau continues to be a model for other cities, and it is a great satisfaction to observe how frequently it is visited by electricians from other cities and even from abroad.

Bureau of Building Inspection.

The figures in the report of the Building Inspectors show that, during 1893, 4,236 permits were issued for 9,110 operations, involving an outlay of \$23,483,397.29, a decrease, as compared with 1892, of 348 permits, 1,291 operations, and \$3,343,461.98. The expenditures of the Bureau exceeded the receipts by \$1,500.16.

The Legislature in June last passed a new building law for this City modeled after the Boston and New York laws but modified to meet the requirements of our peculiar city. I am sanguine that its enforcement with an adequate corps of inspectors will be of immense benefit to the City. There has been too little oversight of building operations, and buildings have been put up and sold which were most improperly constructed. This has not been because of dereliction of duty on the part of the inspectors. There have been entirely too few of them, and they have not had law to back them.

Under the new law many details heretofore untouched by the law are provided for, and with a corps of fifteen inspectors a much better class of buildings may be looked for in the future. I deem the passage of the law a decided step in the direction of a better built "New Philadelphia."

The importance of the matter to a poor man who puts his savings in a two-story dwelling will be better appreciated when we glance at the figures giving Philadelphia's dwellings.

The estimated number of dwellings and of other buildings existing on December 31, 1889, and the subsequent yearly increases were as follows:

	Year.	Dwellings.	Other B'ldings.	Totals.
On December 31.....	1889	201,389	15,143	216,482
Increase.....	1890	8,864	1,423	9,287
Increase.....	1891	5,655	1,252	6,907
Increase.....	1892	6,492	1,004	7,496
Increase.	1893	5,264	1,369	6,633
Total.....	1898	227,614	20,191	246,805

The records have been accurately kept since 1890.

They show that, of the number of buildings erected during the past four years, there have been :

DWELLINGS.						STORES AND DWELLINGS.				
Year.	1 story.	2 story.	3 story.	4 story.	Totals.	1 story.	2 story.	3 story.	4 story.	Sum Totals.
1890	7	6,883	1,947	27	8,864	61	169	141	1	9,236
1891	2	4,595	1,035	23	5,655	2	112	180	1	5,950
1892	1	4,956	1,522	13	6,492	.....	166	250	3	6,901
1893	4	3,768	1,475	17	5,264	.....	228	153	4	5,649
Total.	14	20,202	5,979	80	26,275	63	675	724	9	27,736

Number of tenement houses since 1890 :

Second Ward.....	1
Fourth Ward.....	4
Seventh Ward.....	1
Eighth Ward.....	2
Total.....	8

The division into Wards may not be uninteresting :

WARDS.	1-Story.	2-Story.	3-Story.	4-Story.	Totals.
First.....		2,446	200		2,646
Second		19	31		50
Third		2	15	2	19
Fourth.....		3	27	6	36
Fifth.....			6	1	7
Sixth.....			1	1	2
Seventh.....		10	36	3	49
Eighth		3	37	23	63
Ninth				7	7
Tenth			12	1	13
Eleventh		2	11		13
Twelfth		60	79		139
Thirteenth.....		1	11		12
Fourteenth		4	17		21
Fifteenth.....		274	213	1	488
Sixteenth.....		8	26	1	35
Seventeenth.....		26	45		71
Eighteenth.....		200	33		233
Nineteenth.....		327	95		422
Twentieth.....		205	125	2	332
Twenty-first.....	7	597	192		796
Twenty-second.....	11	961	602	1	1,574
Twenty-third.....		792	75		867
Twenty-fourth.....	7	1,951	852		1,910
Twenty-fifth	8	1,570	193		1,766
Twenty-sixth		1,695	289		1,984
Twenty-seventh.....	9	684	479	2	1,174
Twenty-eighth	14	3,516	1,651	1	5,182
Twenty-ninth.....		487	361	10	858
Thirtieth		119	27		146
Thirty-first.....		190	24		214
Thirty-second		823	449	17	1,289
Thirty-third.....		3,193	191		3,384
Thirty-fourth.....	16	816	190		1,022
Thirty-fifth.....	10	342	43	1	396
Thirty-sixth.....		370	8		378
Thirty-seventh.....		71	67		138
Totals.....	77	20,867	6,713	79	27,763

Bureau of City Property.

The buildings erected or commenced and not finished during 1893 have been, most all of them, referred to in my report on the Police and Fire Bureaus. The new Morgue, however, is directly under the control of this Bureau. The site of the new Morgue was purchased on July 31st, 1893, and the contract for the building approved on August 18th.

The amount appropriated for the refrigerating plant not being adequate, I was compelled to postpone awarding the contract for the work until the appropriations for this year became available. The contract has been awarded, and it is expected to have the building complete in every detail by March 15th, 1894. When occupied, Philadelphia will have the best planned and most complete Morgue in the country, and one which I confidently anticipate will be a model for other cities to copy after.

The ground cost.....	\$12,000 00
The building cost.....	15,326 00
The refrigerating plant cost.....	4,960 00
And to furnish it will cost about.....	3,000 00
Making the total cost.....	<u>\$35,276 00</u>

The old Morgue, totally unfit for the purpose, sold for \$47,500.

The improvement of public squares has been kept up during the year.

The squares generally never have been in such excellent condition, nor have our people, especially the women and children, ever had so much enjoyment from them. This has been partly due to the fact that Councils permitted the employment of special policemen during the summer to police the squares, and to the further fact that the squares were kept in good order. The Chief has devoted his special and personal attention to these spots, and they were never

so handsome. I sincerely hope that Councils will be able to provide for the police in the squares during the coming summer, and that they will from year to year increase the appropriations for the care, adornment and improvement of the squares. There is no reason why they should not be made, as they are in all continental cities, so handsome as to constitute an attraction for our people and all who visit our city. The expense is trifling compared with the pleasure and enjoyment derived from these breathing spots by the great mass who cannot get out of the city in summer.

The Chier's report is full but concise. It is a pleasure to note the increase in the receipts of the Bureau, though the rent derived from the City's wharves diminishes year by year. The problem of how to increase the income from this source is a difficult one.

The number of bathers using the public bath houses was 1,106,493.

Our station houses, patrol houses and public market houses have been kept in good repair. Our police houses have in particular received the Chief's careful attention, and they are gradually being put in excellent condition.

Bureau of Boiler Inspection.

The number of boilers inspected and approved during the year was 2,996, a decrease of 96 as compared with 1892.

The number of certificates of inspection issued was 2,564, a decrease of 38 as compared with 1892.

The number of new boilers erected during 1893 was 462.

The number of boilers now under the supervision of the Bureau is 3,302.

Boilers under the care of insurance companies number 3,290, making a total number of high pressure boilers in

use in the city up to December 31, 1893, 6,592, an increase of 179 over that of 1892.

Approvals were withheld in ten cases.

Appropriation to the Bureau.....	\$15,150 00
Expended.....	14,907 66
Merging.....	\$242 34

The receipts from all sources were, . . . \$17,502.95

I have given but a brief resume of the work in the seven bureaus in this department during last year. It was a busy year. I feel that I can, without any egotism, say that the Department of Public Safety did better work last year than ever before. In every bureau there was an earnest desire evinced to accomplish the best possible results for the City and our people. The Chiefs of the several bureaus worked diligently and intelligently, and I owe to them all, and to their assistants and subordinates, my hearty thanks for the excellent showing the department is thus enabled to make.

I am indebted also to Director Windrim for the aid and co-operation received at all times from the Department of Public Works, and to the Department of Charities and Correction, for many favors extended to this Department.

To you I owe more than I can adequately express. You have helped me with advice, cheered me when I felt discouraged, and have at all times extended to this department your hearty assistance.

Believe me, with sincere respect,

Very truly yours,

ABRAHAM M. BEITLER,

Director.

ANNUAL REPORT

OF THE

ELECTRICAL BUREAU,

FOR THE YEAR 1893.

ANNUAL REPORT
OF THE
ELECTRICAL BUREAU,
FOR THE YEAR 1893.

DAVID R. WALKER, Chief.

Philadelphia, February 1, 1894.

ABRAHAM M. BEITLER, ESQ.,

Director of the Department of Public Safety.

DEAR SIR:—The report I have the honor to submit herewith embodies the operations of the Electrical Bureau for the year 1893, being the thirty-eighth of the Bureau and my tenth as its Chief.

The varied systems embraced in an Electrical Bureau such as this, all being of equal importance to a great municipality, require to be surrounded by the strongest safeguards that human ingenuity can suggest. The safety point in the care of electrical conductors is reached by placing them in a position where they will be free from interruption, that is, underground. It has been the desire of the Bureau for years to see the first line of poles levelled to the ground, and the services transferred to cables laid beneath the surface of the street. This has been accomplished on Broad street, from South Penn Square to Reed street. On Broad street, north of City

Hall, we have progressed so far that all City and electric light wires have been removed from the poles, leaving on them only the Bell Telephone Company's wires, which will be removed soon and the poles taken down. The poles belonging to the United States Electric Lighting Company on Broad street, between Cuthbert and Vine streets, are being dismantled of their wires, and will be speedily removed from the street, and then Broad street will be clear of poles from end to end. On Market street preparations are being pushed rapidly forward to attain the desired end of felling the poles belonging to the City, on the north side of that thoroughfare. The cable has been drawn in between City Hall and Front street, and as weather suitable to cable work occurs, we are testing out and connecting the conductors through with a view of speedily placing the circuits in them. The placing of City wires underground is necessarily slow, from the fact, that, at almost every other intersection, the service leaves a straight line and runs a block or two to pick up a fire or patrol box, station or engine house, etc., and returns again. This necessitates the erection of terminal poles to carry the wire from the underground service, and in many cases, the erection of a pole line to the objective point, until such times as a conduit and cable may be introduced. There are hundreds of such places in our City.

The building of a conduit of large capacity on Market street from the Delaware river to Powelton avenue, and the leasing of ducts in them to private corporations, is in keeping with the views of the Chief of this Bureau, expressed years ago, that the City lay all the conduits under the streets' surface, as she does her gas and water-mains, and lease the privilege of occupying them. Such a course, if it had been followed years ago, would no doubt have resulted by the present time in many of the streets in the

heart of the City being free from poles and wires ; and would have insured to the municipality a revenue that, in time, would have reduced the cost of laying them to little or nothing.

In the early history of underground electrical work we were practically alone in the field, and much adverse criticism manifested itself from those having overhead systems, but despite this antagonism the work was carried forward, and to-day the City can, without fear of contradiction, point to its underground service as commercially and practically successful. All branches of the municipal Electrical service—the Police Telegraph, the Fire Telegraph, the Police Patrol, the Fire Telephone, the municipal telephone, the electric lighting and all other systems coming under the control of this Bureau, have been maintained to the highest degree of efficiency. For a number of years recommendations have been made in these reports that appropriations be made by the City for the erection of its own plants for electric lighting. Numerous estimates have been prepared by this Bureau, showing approximately the amounts needed for the purpose, but as yet nothing has been done toward the consummation of this object. Each year the increase of from 500 to 800 lamps but adds to the difficulties to be encountered if the subject should receive favorable consideration in the future. The City owning its own gas works should in all reason own the plants furnishing the illuminant that is rapidly transplanting the product of them. The profits heretofore accruing from gas are now being conveyed into the treasuries of various private corporations furnishing current for electric lighting purposes. The amount appropriated for 1894 for old and new electric lights, \$624,376, is a considerable sum, which, if applied to the establishment of plants for the generation of current, would in time show a balance on the right side of the

ledger. The maintenance, compared to the large sums now appropriated for street lighting, would be very small. In keeping with a desire to properly oversee the lighting of our streets with electric lights furnished by private corporations, I asked in the estimate for 1894 for two additional inspectors to be used in testing the lights on the streets, which, being granted, will add to our heretofore meagre facilities for obtaining information as to whether the companies furnishing the light are living up to the requirements of their contracts.

An appropriation of \$7,000 for iron posts and mast arms made for 1893 allowed the Bureau to carry out its implied intention of doing away with the recognized unsightly features of wooden posts on the street corners and of suspending the lamp over the street intersection for a more general distribution of the light.

The overhead trolley system for the electrical propulsion of street cars has taken a strong hold on the numerous railway companies in this City. I do not know of a single railway that has not obtained from Councils the privilege of doing away with horse and substituting electric power on its road. Evidently in earnest in their desire to attain this end, these corporations are taxing the Bureau to its utmost to keep pace with the supervision of trolley construction, and the demand for the location of poles, conduits and manholes, and the approval and correcting of plans, etc. Those already completed—the Catharine and Bainbridge streets, during 1892, and the Morris and Tasker; the Thirteenth and Fifteenth street; Gray's Ferry; Wissahickon; Twelfth and Sixteenth streets and Long Lane, during 1893, are without doubt the best equipped street railway overhead trolley systems in the country. Every requirement of the City has been fully complied with, the feed wires all being underground, except on such routes in the extreme upper and lower sections of

the City where there are no buildings, and the trolley wires properly guarded at such points along the routes as required by the Department. The necessity for the placing of guard wires the full length of the trolley for the protection of wires attached to house tops here and there along the routes has become the subject of considerable controversy. In my report for 1890, attention was called to the very wires for which the underwriters and others are now so solicitous in asking protection from trolley currents, and yet at that time there were other wires—the electric light, carrying current—fully as dangerous to property and more dangerous to life than trolley currents, and no notice was taken by them, in spite of the fact that great stress was laid on the subject, as may be seen by the following abstract from that report: “The attention of the Bureau has repeatedly been called to parties running wires without permits or the consent of Councils and in violation of the ordinance prohibiting it; in a majority of cases the vigilance of the police is eluded, and the wires placed in position; when the offenders are secured they are taken before a Magistrate and fined; in some cases the fine so imposed is paid, but in the great majority of cases, not having the amount called for, the Magistrate, having no alternative, releases them on their own recognizance. The custom of running wires contrary to ordinance is widespread, becoming in fact a dangerous nuisance. Wires so erected cannot of necessity be placed securely on their fastenings, as the parties employed in such work are engaged in avoiding the police, and accordingly cannot give the attention to their work as if they were lawfully engaged. Such being the case, they are subject to every storm, fall from their fastenings across electric light and other wires, endangering the service they may come in contact with, or drop into the street, where they become entangled with whatever may be in their path, presenting

a constant menace to life and property. It is a question deserving of serious consideration, and one that requires an Act of Assembly, imposing a penalty of fine or imprisonment, or both, rather than an ordinance of Councils which cannot be enforced."

The conditions existing then were equally serious, but the question of placing guard wires around electric light wires was not even considered, and yet, in spite of that fact, I do not know of a single instance where a fire has been traceable to a contact of these wires with electric lighting wires. The safeguards thrown around the trolley system as constructed at the present time, to avoid the damaging features incident to wires crossing them, are, necessarily, for the protection of their machinery if for no other cause, extremely delicate and sensitive. The first intimation of anything in the nature of a short circuit or cross immediately actuates the devices placed in the circuit for its protection, opening it, and it is impossible to restore it until the adverse condition is removed; with electric arc-lighting service the case is different, as no device except, perhaps, a lightning arrester is introduced in them, either for their own protection or for that of a wire coming in contact with them. Should such a condition exist the current is maintained until the obstruction is burned away and the contact broken by the wire falling in the street, or the fine wire of the instruments attached to it is fused and the circuit opened.

The privileges granted the Bell Telephone Company of this City, for the placing of their conduits and cables underground are extremely valuable, and have been obtained from the City with but little in the shape of remuneration for so valuable a franchise, the furnishing of a few free telephones and the privilege of the City occupying one duct in their conduits free, being all that was required of them. It occurs to me, that considering

the value of their franchises, that the City should be given the advantages to be derived from all improvements made in telephony. Among the improvements made is the long distance transmitter, useful for either long or short distance work, and far superior to the Blake transmitter now in use. This improvement should be introduced in all the telephone services of the City to which it may be applicable. With a view of bringing the matter before the gentlemen representing the telephone company, I have addressed a letter to the above effect, asking early consideration of the matter and reply.

Conduits (City).

Suggestions repeatedly urged by the officers of the Department and Bureau as to the advisability of the City laying a conduit, whenever it found it necessary, of a capacity largely in excess of its needs, with a view of leasing ducts to the various private companies or corporations, have found forcible and favorable answer from Councils by an appropriation to the Bureau for the laying of a line of conduits on Market street, between the Delaware river and Forty-third street; the conduit so laid has a number of ducts in excess of the City's needs, which may be leased in accordance with the Ordinance passed April 10, 1893, reading as follows:

WHEREAS, The Department of Public Safety is endeavoring to have all overhead wires and poles removed from the streets;

AND WHEREAS, One of the companies having wires on Broad street has offered to rent one of the City's ducts on that street and remove its poles and overhead wires;

AND WHEREAS, The City has ducts and wires in the Broad street conduit, and in some others which are not at present needed, and can be rented without detriment to the City's service with benefit to the treasury; now, therefore,

SECTION 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Department of Public Safety be, and is hereby authorized to lease to any incorporated company having the consent of City Councils by ordinance to occupy any of the streets of the City of Philadelphia on which conduits of the City are laid for telegraph and telephone purposes any duct or wires belonging to the City which shall not be needed for the City's immediate use, the lease to be made by the Director of the Department of Public Safety under the following conditions: The sum to be annually paid for a two and a half inch duct to be three hundred (300) dollars for a mile of duct or less; for over a mile and less than two miles, five hundred and fifty (550) dollars; and for each additional mile, or part thereof of continuous duct, two hundred (200) dollars; and the charge for a wire shall be annually ten (10) dollars per mile or part thereof.

SECT. 2. The company to which any duct is leased shall agree to place in the duct such kind of cable and conductors as the Director shall approve, and shall only have access to the duct leased by permit from the Electrical Bureau and under the supervision of the Chief of that Bureau.

SECT. 3. The lease shall be renewed from year to year unless the Director shall decide that the City needs the ducts, or a better contract can be made for the City, in which event three months' notice of an intention to terminate the lease shall be given to the lessee.

SECT. 4. All leases shall date from the first of January, the rent to commence from the time permit is issued to occupy or use any wire or duct. All rent shall be paid in advance.

SECT. 5. It shall be a condition of every lease made in pursuance hereof that the company leasing any duct will,

as soon as its cable is placed in the conduit, remove its overhead wires and poles upon the line of the conduit.

SECT. 6. No injury shall at any time be done to the City's conductors or conduits, and every lessee shall execute a bond to the City with security satisfactory to the City Solicitor, and in an amount equal to five hundred (500) dollars for each mile of duct leased, conditioned to pay any and all damages done by it to the City's ducts, conduits, manholes, conductors or electrical service in any manner.

SECT. 7. It shall be a condition of every lease that the lessee shall not sublet the privilege leased to it nor sublet any conductor.

Approved the tenth day of April, A. D. 1893.

Under the terms of the above ordinance several contracts have been made for the use of the City's conduits.

The following table will show the cost per foot, per duct, of the conduits laid during 1893, including manholes and the restoration of the streets, complete, ready for the cables:

Market street, between Water street and Thirty-second street, 12 ducts, per ft. per duct.....	\$.16 $\frac{62}{100}$
Market street, between Water street and Thirty-second street, 12 ducts, per mile per duct.....	877.54
Market street, between Thirty-second street and Powelton avenue, 9 ducts, per foot per duct.....	.18 $\frac{81}{100}$
Market street, between Thirty-second street and Powelton avenue, 9 ducts, per mile per duct.....	982.61
Broad street, between McKean street and Oregon avenue, 4 ducts, per foot per duct.....	.21 $\frac{71}{100}$
Tenth street, Market to Chestnut street, 9 ducts, per foot per duct.....	.24 $\frac{88}{100}$

The figures obtained from these calculations show it to be a decided advantage, particularly where it may be possible to lease them, to lay a conduit of large capacity

rather than one with a smaller number, as the cost of excavating, building manholes, repaving, etc., when the conduit is of any length, is practically the same in laying four ducts as it would be in one with a capacity of fifteen or eighteen ducts.

From the foregoing figures it may be readily seen that the cost of laying a mile of duct, if leased at \$300, as authorized by Councils, would revert to the treasury inside of three years if in the 12 duct, and inside of four years if in the 9 duct conduit, after which the amounts paid would appear as lessening the cost of laying the whole conduit, and in time defray the entire cost of the same, the City eventually owning an underground structure which has practically cost nothing to build, the sum originally appropriated having been paid back by those leasing the ducts again becoming available assets, and the structure itself a source of perpetual revenue.

The Bureau has laid during the year 13,905 feet of 12 duct McDonald conduit on the north side of Market street from the east side of Water to Juniper street; on the east side of Juniper street (under sidewalk) to Filbert street; on the north side of Filbert to Merrick; on the west side of Merrick (under sidewalk) to Market; on the north side of Market to Lancaster avenue; and 5,846 feet of 9 duct conduit on the north side of Market street from Lancaster avenue to Forty-third street, with 60 manholes. 620 feet of 9 duct conduit—each duct two and a half inches in diameter—has been laid on the west side of Tenth street from the north side of Market street to south house line of Chestnut street. In order to extend our underground system before the introduction of improved pavements, 3,199 feet of conduit, containing 4 ducts, each $2\frac{1}{2}$ inches in diameter, has been laid on the west side of Broad street south of McKean street to Oregon avenue. 183 feet of 4 duct conduit was laid from the intersection

of the long distance conduit at Ridge avenue and Jefferson street to the Twenty-third District Police Station, Jefferson street east of Ridge avenue—a total of 23,753 feet of conduit laid during 1893, and a grand total of all laid by the City of 104,061 feet.

The revision of curb lines and the introduction of radius curbs, owing to the laying of improved pavement on south Broad street, necessitated the setting back of the iron electric light posts at the following intersections: Christian street; Carpenter street; Washington avenue; Ellsworth street; Federal street; Wharton street; Reed street; Dickinson street; Tasker street; Morris street; Moore street; Mifflin street and McKean street. There were also 136 wooden poles set back on account of radius curbs. To accomplish the change in position of these poles required a great amount of time that would have otherwise been devoted to new work, which, of necessity, had to be set aside for future action.

Conduits. (Brush Electric Light Company.)

The underground structures of this company have been extended as follows: Continuing from Seventh and Market streets, where they stopped in 1892, they have laid 3,000 feet of creosoted wood conduit, composed of 18 ducts $1\frac{1}{4}$ inches in diameter, and 4 ducts $2\frac{1}{8}$ inches in diameter to Juniper street; 375 feet of the same pattern on Thirteenth street from Market street to Juniper street; 1,125 feet, Filbert street from Thirteenth to Fifteenth street; 375 feet on 15th street from Filbert to Market street; 2,437 feet on Market street from Broad to Twentieth street; 2,437 feet of 28 duct box composed of 24 ducts $1\frac{1}{4}$ inches in diameter, and 4 ducts $2\frac{1}{8}$ inches in diameter has been laid by them on Chestnut street between Broad and Twentieth street—a total of 9,749 feet laid during 1893,

and a total owned by them of 20,342 feet. As yet, no cables have been drawn into them.

The underground structures of the Kensington Electric Company (formerly Frankford Avenue Merchants' Electric Light Co.) have been further extended by the placing of 3,800 feet of 6 duct conduit on the north side of Girard avenue, from Shackamaxon to Norris street.

The Merchants' Electric Light Co., of north Front street, have disbanded, and it is stated their charter has been given up.

The Northern Electric Light and Power Company have laid 3,800 feet 9 ducts of tubing on the south side of Girard avenue, between Germantown avenue and Darien street, and have obtained possession of the conduits formerly the property of the Merchants' Electric Light Co. of north Front street, now said to be out of existence, as follows:

East side of Front, from Berks to York street.

West side Kensington avenue, from York to Lehigh avenue.

Across Front street, at Diamond.

Across Front street, below Susquehanna avenue.

Across Front street, above Susquehanna avenue.

Across Dauphin, west of Front street.

Across York, west of Front street.

Across Front, above York street.

Across Kensington avenue, above York street.

Across Adams street, east of Kensington avenue.

Across Letterly street, east of Kensington avenue.

Across Cumberland street, west of Kensington avenue.

Across Cumberland street, east of Kensington avenue. •

They have also obtained possession of a section of 1,000 feet of conduit formerly owned by the Manufacturers' Electric light Co. on Germantown avenue between Sus-

quehanna and Berks street—a total of 10,277 feet of conduit owned by them.

The conduits of the American Telegraph and Telephone Co., the Columbia Electric Light Co., the Edison Electric Light Co., the Keystone Light and Power Co., the Manufacturers' Electric Co., the Penn Electric Light Co., and the West End Electric Co. have not been extended.

Conduits. (Electric Traction Company.)

A statement furnished by the Electric Traction Co. shows there has been laid during 1893 26,068 feet of conduit as follows :

Location.	Kind of material.	No. of Ducts.	Diameter of Ducts.	Length in Feet.
Lehigh avenue, from Fifteenth to Seventeenth street.....	Wycoff tubing	4	3	893.6
Eleventh street, from Lehigh avenue to Carleton street.....	"	9	3	12,891.4
Eleventh street, from Carleton to Spruce street.....	"	6	3	4,518.9
Eleventh street, from Spruce to Reed, thence to Tenth street.....	"	9	3	5,307.10
Lombard street, from Eleventh to Tenth street.....	"	18	3	443
Oxford street, from Eleventh to Tenth street.	"	20	3	447.10
Oxford street, from Tenth to power house, Hutchinson below Oxford street.....	"	21	3	285.4
Olive street, from Eleventh to Tenth street...	"	2	3	442.9
Carleton street, from Eleventh to Tenth street.	"	2	3	418.4
Marble alley, from Eleventh to Tenth street..	"	2	3	430.5

A total of 219,962 feet 10 inches of single duct.

Conduits. (Peoples Traction Company.)

The returns made by the People's Traction Co. show there has been laid by them 90,914 feet of conduit as follows :

Location.	Kind of Material.	No. of Ducts.	Diameter of Ducts.	Length in feet.
Germantown avenue, from Wayne Junction to Old York road.....	Vitrified Clay.	6	3	8,370.91
Germantown av., from York road to Eighth st.	"	10	3	5,788.07
Germantown ave., from Eighth to Fourth st..	"	6	3	5,004.79
Fourth street, from Germantown avenue to Girard avenue.....	"	6	3	1,766.81
Fourth street, from Girard avenue to Fairmount avenue.....	"	12	3	2,679.24
Fourth street, from Green to Callowhill street.	"	8	3	1,525.83
Fourth street, from Callowhill to Morris st..	"	4	.....	11,329.93
Snyder avenue.....	"	4	3	917.32
Dickinson street.....	"	4	3	1,789.63
Eighth street, from Snyder av. to Green st....	"	4	3	14,530.61
Eighth street, from Girard av. to Germantown avenue	"	16	3	2,201.27
Beach street power-house to Fairmount av....	"	32	3	161.55
Beach street power-house to Green street.....	"	16	3	186.10
Fairmount av., from Beach to Fourth street...	"	32	3	2,025.38
Fairmount av., from Fourth to Eighth street..	"	20	3	1,989.41
Green street, from Beach to Fourth street.....	"	16	3	1,974.43
Green street, from Fourth to Eighth street....	"	8	3	1,871.13
Callowhill street, from Fourth to Eighth st....	"	4	3	1,535.35
Girard avenue, from Norris street to Thirty-first street....	"	6	3	18,822.00

A total of 972,521 feet of ducts.

Philadelphia Traction Company.

Location.	Material used.	No. of Ducts.	Diameter of Ducts.	Length in Feet.
Ridge avenue, from Susquehanna avenue to Diamond street.....	Cement lined pipe	12	8	762
Ridge avenue, above Diamond street to below	"	14	8	183½
Ridge avenue, below Diamond street to Columbia avenue.....	"	16	8	3,514½
Ridge avenue, from Tenth street to Ninth st..	"	17	8	776½
Ridge avenue, from Hamilton street to Tenth street; Columbia ave. to Twentieth st..	"	18	8	2,005½
Ridge avenue, from Spring Garden street to Hamilton street.....	"	20	8	700
Ridge avenue, northwest from Master street..	"	21	8	165
Ridge avenue, from Twentieth street to Master street.....	"	24	8	116
Ridge avenue, from Thompson street to Twentieth street.....	"	25	8	355
Ridge avenue, from Eighteenth to Thompson street.....	"	27	8	120
Ridge avenue, from Poplar to Eighteenth street.....	"	28	8	388½
Ridge avenue, from Seventeenth to Poplar street.....	"	40	8	188½
Ridge avenue, from Sixteenth to Seventeenth street	"	41	8	598½
Ridge avenue, from Thirteenth to Twelfth street	"	52	8	650
Ridge avenue, from power house to W. Thirteenth street.....	"	70	8	34
Ridge avenue, from Sixteenth to Fifteenth street	Wycoff.	50	8	558
Ridge avenue, from Fifteenth to Wallace street	"	56	8	1,332½
Ridge avenue, from Wallace to Thirteenth street.....	"	70	8	384
Ridge avenue, from Twelfth to Spring Garden street	Cement lined pipe	27	8	120
Long lane, from Tasker to Mifflin street.....	"	5	8	1,672
Moyamensing avenue, from Tasker to Morris street	"	2	2½	433
Fifth street, from Tasker to Morris street.....	"	2	2	430
Seventh street, from Tasker to Morris street..	"	2	2	451
Ninth street, from Tasker to Morris street....	"	2	2	450

Location.	Material used.	No. of ducts.	Diameter of ducts.	Length in feet.
Ninth street, from Ridge avenue to Arch street.....	Cement lined pipe.	17	3	1,334
Seventeenth street, from Tasker to Morris street	"	2	2½	430
Nineteenth street, from Tasker to Morris street	"	2	2½	439
Thirty-third street, from Chestnut to Walnut street.....	"	4	3	293
Thirty-third street, from Chestnut to Market street.....	"	50	3	559½
Woodland avenue, west from Spruce street...	"	4	3	447
Woodland avenue, from Thirty-third to Spruce street.....	"	28	3	2,474½
Market street, west from Thirty-third street..	"	58	3	269
Dauphin street, from Sixteenth to Twentieth street	"	3	2½	1,764
Mt. Vernon street, from Twelfth street to Ridge avenue.....	"	66	3	404
Morris street, west from Seventeenth street...	"	2	2½	80
Tenth street, from Ridge avenue to Arch street	"	3	3	1,970
Fifteenth street, above Mifflin to Jackson street	"	3	2½	1,281½
Fifteenth street, from Cumberland to York street	"	3	2½	497½
Fifteenth street, from Dickinson to Tasker street	"	3	3	320
Fifteenth street, from Tasker to Morris street	"	3	2½	444½
Fifteenth street, from Lombard to Carpenter street	"	4	3	2,023
Fifteenth street, from Wallace to Buttonwood street	"	4	2½	1,400
Fifteenth street, from York to Norris street..	"	4	2½	2,205
Fifteenth street, from Carpenter to Dickinson street	"	4	3	2,774
Fifteenth street, from Norris to Thompson street	"	5	2½	3,943
Fifteenth street, from Brighton to Lombard street	"	5	3	1,643
Fifteenth street, south from Walnut street....	"	6	3	201
Fifteenth street, from Thompson street to Ridge avenue.....	"	6	{ 5-2½ } 1-3 }	1,333
Fifteenth street, from Walnut to Sansom street	"	9	{ 4-2½ } 5-3 }	256

Location.	Material used.	No. of ducts.	Diameter of ducts.	Length in feet.
Fifteenth street, from Sansom to Chestnut street	Cement lined pipe.	10	$\left\{ \begin{array}{l} 5-2\frac{1}{2} \\ 5-3 \end{array} \right\}$	280
Fifteenth street, from Chestnut to Market street	"	18	$\left\{ \begin{array}{l} 8-2\frac{1}{2} \\ 5-3 \end{array} \right\}$	581
Fifteenth street, from Market to Filbert street	"	20	$\left\{ \begin{array}{l} 15-2\frac{1}{2} \\ 5-3 \end{array} \right\}$	400
Fifteenth street, from Filbert to Wood street..	"	22	$\left\{ \begin{array}{l} 17-2\frac{1}{2} \\ 5-3 \end{array} \right\}$	1,980
Sixteenth street, from Fairmount avenue to Hamilton street.....	"	3	$2\frac{1}{2}$	2,274
Sixteenth street, from Wood to Filbert street	"	3	$2\frac{1}{2}$	1,975
Sixteenth street, from Carpenter to Ellsworth street	"	3	$2\frac{1}{2}$	750
Sixteenth street, from Chestnut to Pine street	"	3	$2\frac{1}{2}$	1,940
Sixteenth street, from Tasker street to Passunk avenue.....	"	3	$2\frac{1}{2}$	2,132
Sixteenth street, from Cumberland to York street	"	4	$2\frac{1}{2}$	485
Sixteenth street, from Ellsworth to Tasker street	"	4	$2\frac{1}{2}$	2,350
Sixteenth street, from York to Dauphin street	"	6	$2\frac{1}{2}$	547
Sixteenth street from Dauphin to Edgely street	"	8	$2\frac{1}{2}$	999
Sixteenth street, from Edgely street to Jefferson street.....	"	9	$2\frac{1}{2}$	3,432
Sixteenth street, from Jefferson street to Ridge avenue	"	10	$2\frac{1}{2}$	2,607
Tasker street, sixty feet north of Second street to Moyamensing avenue.....	"	2	8	440
Tasker street, from Moyamensing avenue to Fifteenth street.....	"	4	8	5,893
Tasker street, from Twenty-second street to Long lane.....	"	5	8	77
Tasker street, from Fifteenth to Sixteenth street.....	"	7	8	446
Tasker street, from Sixteenth to Twenty-second street.....	"	8	8	2,785
Kansas street, from Sutherland avenue to Dodia street.....	"	32	8	590
Dodia street, from Kansas to Riggs street.....	"	32	8	123
Riggs street, from Dodia to Muller street.....	"	32	8	156½
Muller street, from Riggs to Christian street.	"	32	8	171
Thirteenth street, from connection to Jackson street Stable.....	"	4	$2\frac{1}{2}$	18½

Location.	Material used.	No. of ducts.	Diameter of ducts.	Length in feet.
Thirteenth street, from Snyder avenue to Tasker street.....	Cement lined pipe.	5	2½	2,536
Thirteenth street, from Tasker to Dickinson street.....	"	7	2½	404
Thirteenth street, from Dickinson to Ellsworth street.....	"	8	2½	1,866
Thirteenth street, from Ellsworth to Catharine street.....	"	10	{ 6-2½ 4-3 }	1,577
Thirteenth street, from South to Lombard street.....	"	10	{ 6-2½ 4-3 }	
Thirteenth street, from Lombard to Pine street.....	"	11	{ 7-2½ 4-3 }	404½
Thirteenth street, from Spruce to Market street.....	"	11	{ 7-2½ 4-3 }	2,084½
Thirteenth street, south from Cumberland street.....	"	11	2½	126
Thirteenth street, from Catharine to South street.....	"	12	{ 8-2½ 4-3 }	898
Thirteenth Street, from Market to Wood street.....	"	12	{ 8-2½ 4-3 }	2,828
Thirteenth street, from Pine to Spruce street.	"	13	{ 9-2½ 4-3 }	494
Thirteenth street, from south of Cumberland to York street.....	"	13	2½	489
Thirteenth street, from York to Dauphin street.....	"	14	2½	547
Thirteenth street, from Dauphin to below Norris street.....	"	17	2½	1,874½
Thirteenth street, from below Norris street to Columbia avenue.....	"	18	2½	1,549½
Thirteenth street, from Wood street to Ridge avenue.....	"	36	3½	1,951
Thirteenth street, from Columbia avenue to south of Oxford street.....	"	56	{ 18-2½ 88-3 }	685
Thirteenth street, from south of Oxford to Parrish street.....	"	57	{ 18-2½ 89-3 }	2,921½
Thirteenth street, from Parrish street to Ridge avenue.....	"	58	{ 18-2½ 40-3 }	1,685½
Thirteenth street, from across Thirteenth street, above Mt. Vernon street.....	"	60	3	20
Twelfth street, from McKean to Moore street.	"	8	2½	1,400
Twelfth street, from Moore to Tasker street...	"	4	2½	480
Twelfth street, from Chestnut to Market street.....	"	17	3	580½
Twelfth street, from Market to Filbert street..	"	25	3	382

Location.	Kind of Material.	No. of ducts.	Diameter of ducts.	Length in feet.
Twelfth street, from Filbert street to Ridge avenue.....	Cement lined pipe.	27	3	3,866
Twelfth street, from Columbia avenue to Jefferson street.....	"	34	$\left\{ \begin{array}{l} 10-2\frac{1}{2} \\ 24-8 \end{array} \right\}$	1,040
Twelfth street, from Jefferson to Master street.....	"	35	$\left\{ \begin{array}{l} 10-2\frac{1}{2} \\ 25-8 \end{array} \right\}$	496 $\frac{1}{2}$
Twelfth street, from Master to Cass street.....	"	60	$\left\{ \begin{array}{l} 10-2\frac{1}{2} \\ 50-3 \end{array} \right\}$	701
Twelfth street, from Cass street to below Girard avenue.....	"	60	3	485
Twelfth street, from below Girard avenue to Poplar street.....	"	61	3	559
Twelfth street, from Poplar to Wallace street.	"	65	3	1,754
Twelfth street, from Wallace to Mt. Vernon street.....	"	66	3	341
Twelfth street, from Taskar to Wharton street.....	Wykoff.	3	3	1,376 $\frac{1}{2}$
Twelfth street, from Wharton to Ellsworth street.....	"	4	3	873
Twelfth street, from Susquehanna avenue to north of Columbia avenue.....	"	4	3	2,306
Twelfth street, from across Columbia avenue.	"	6	3	102
Twelfth street, from Ellsworth to Lombard street.....	"	6	3	3,061
Twelfth street, from Lombard to Walnut street.....	Wykoff.	3	3	1,672
Twelfth street, from Walnut to Chestnut street.....	"	12	3	535
Christian street, from Twelfth to Sixteenth street.....	Cement lined pipe	8	3	70
Christian street, from Twenty-third street to Gray's Ferry road.....	"	22	3	988
Christian street, from Gray's Ferry road to Muller street.....	"	32	3	192
Twenty-third street, from Christian to Ellsworth street.....	"	15	3	75 $\frac{1}{2}$
Ellsworth street, from Twelfth to Sixteenth street.....	"	8	3	1,968
Ellsworth street, from Twenty-second to Twenty-third street.....	"	15	3	478
Twenty-second street, from Ellsworth to Taskar street.....	"	12	3	2,323 $\frac{1}{2}$
Mifflin street, from Thirteenth to Fifteenth street.....	"	3	3	1,079
Wood street, from Fifteenth to Seventeenth street.....	"	5	3	812

Location.	Kind of material.	No. of ducts.	Diameter of ducts.	Length in feet.
Wood street, from Thirteenth to Fifteenth street.....	Cement lined pipe	25	$\left\{ \begin{array}{l} 17-2\frac{1}{2} \\ 8-3\frac{1}{2} \end{array} \right\}$	1,177
Wallace street, from Twentieth to Twenty-first street.....	"	8	8	568
Wallace street, from Seventeenth to Twentieth street.....	"	10	8	1,328
Wallace street, from Sixteenth to Seventeenth street.....	"	12	3	459
Wallace street, from Fifteenth to Sixteenth street.....	"	18	8	435
Wallace street, from Ridge avenue to Fifteenth street.....	"	14	8	530 $\frac{1}{2}$
Cumberland street, from Thirteenth to Fifteenth street.....	"	11	8	1,097
Arch street, from Ninth to Tenth street.....	"	8	8	446
Arch street, from Front to Fourth street.....	"	4	8	1,134
Arch street, from Fourth to Eighth street.....	"	5	8	2,087
Arch street, from Ninth street to near Eighth street.....	"	6	8	387
Chestnut street, from Thirty-third to east of Thirtieth street.....	"	4	2 $\frac{1}{2}$	1,828 $\frac{1}{2}$
Chestnut street, from Forty-fifth to Forty-second street.....	"	10	2 $\frac{1}{2}$	1,418
Chestnut street, from Forty-second to Fortieth street.....	"	12	2	1,339 $\frac{1}{2}$
Chestnut street, from Fortieth to Thirty-third street.....	"	14	$\left\{ \begin{array}{l} 10-2\frac{1}{2} \\ 4-3 \end{array} \right\}$	3,888 $\frac{1}{2}$
Chestnut street, from Front to Fourth street (1,485 feet), Twentieth street to Schuylkill bridge (1,840 feet).....	Wykoff	8	8	3,325
Chestnut street, from Nineteenth to Twentieth street (550 feet), above Fourth to Sixth street (742 feet).....	"	4	8	1,292
Chestnut street, from Sixteenth to Nineteenth street.....	"	6	8	1,200
Chestnut street, from Fifteenth to Sixteenth street.....	"	8	8	436 $\frac{1}{2}$
Walnut street, from Thirty-third to Twenty-second street.....	Cement lined pipe	4	8	1,285
Walnut street, from Front to Fifth street.....	Wykoff.	8	8	1,790
Walnut street, from Twelfth to Broad street..	"	8	8	875
Walnut street, from Fifth to Seventh street..	"	4	8	927
Walnut street, from Ninth to Tenth street.....	"	4	8	532
Walnut street, from Twentieth to Twenty-second street.....	"	4	8	960

Location.	Material used.	No. of ducts.	Diameter of ducts.	Length in feet.
Walnut street, from Tenth to Twelfth street..	Cement lined pipe	6	3	808
Walnut street, from Fifteenth to Twentieth street.....	"	6	3	2,225
Walnut street, from Seventh to Ninth street..	"	9	3	769½

A total of 2,413,431 feet of duct.

Conduits (total returns).

The returns made by the various companies of the amount of conduits laid by them, together with that laid by the City, shows that there has been placed underground 1,095,375 feet of conduit, or 8,905,807 feet of duct, of which the City owns 104,961 feet of conduit, 619,123 feet of duct. 44,087 feet of conduit has been laid by the Penn and Edison Co. for the use of the City.

Cables (City).

In ordering cables for the City it has been my object to have them of a capacity not only sufficient for our present needs and future extensions, but to allow of spare conductors with a view of leasing them to those having the authority to maintain their systems over our highways, whose business needs would not admit the purchase of a separate cable nor the leasing of a duct ; the leasing of a conductor, or a number of conductors, having been authorized by Councils under the Ordinance of April 10, 1893, the full text of which is given under the heading "Conduits." Many of our cables have spare wires which will no doubt be taken up by certain companies in the City whose interests do not require more than one or two wires. The facilities thus furnished will no doubt be acceptable to them, and at the same time furnish a revenue to the City.

The underground cable system of the City is rapidly

assuming most favorable proportions. As new appropriations become available and cables are purchased and placed in the conduits, the plans originally laid out for the depression of the City wires begin to take tangible shape. The systems operated by the City are of such a varied nature, being located in positions most available for the protection of property and the general safety of the public, that it will require time, money, and the exercise of considerable ingenuity to adjust all the demands made on us in a satisfactory manner. Our service differs from the general telegraph and telephone systems in this important respect, that they run, as a rule, straight through the City with very few branches, while we have a lateral lead from our conduits at almost every crossing street. Such conditions existing, the depression of the City wires takes necessarily a longer time than those of other parties whose wires are carried directly through, but as our cables accumulate in the ducts the pace will be more rapid. I anticipate that by the close of 1894 most of the City circuits between Vine and South and the two rivers will be taken from the poles and placed beneath the streets surface.

Of the electric light cable laid during the year (all of which is $\frac{6}{32}$ insulated, braided and painted), 26,250 feet (including leads up posts for 81 lamps) was laid on Market street between Water street and Powelton avenue; 5,460 feet (including leads up posts for 18 lamps) on Mount Vernon street, between Broad and Twenty-third streets; 5,000 feet (including leads up posts) on Broad street, from Filbert to Mount Vernon street. On the new Walnut street bridge 1,300 feet of cable was used to wire the 21 iron poles erected for the electric lighting of that structure. Lights were first lit on July 16. 1,000 feet (including leads up posts) from Broad and Sansom to South Penn Square, for the lamp southwest corner Broad and Penn

Square. About 1,000 feet of cable was used for wiring the posts for the newly located lamps on Broad and Diamond streets.

Of the telegraph and telephone cable laid during the year, 6,931 feet of 53 conductors bunched, composed of 40 No. 16 B. & S. and 13 No. 18 B. & S. gauge was placed in the American Telegraph and Telephone Company's conduit on the north side of Market street, between City Hall and Front street; 6,490 feet of 24 conductors bunched, composed of 14 No. 16 B. & S. gauge and 10 No. 18 B. & S. gauge, was placed in the conduit of the American Telegraph and Telephone Company on Callowhill street, between Broad and Front street; 4,592 feet of 30 conductors bunched, composed of No. 18 B. & S. gauge, twisted in pairs, was laid in the conduit of the American Telegraph and Telephone Company on Broad street, between Columbia avenue and Fairmount avenue; 4,229 feet of bunched 18 conductor, No. 16 gauge, on Columbia avenue from the east side of Broad to Ridge avenue in the conduits of the American Telegraph and Telephone Company; 6,403 feet of bunched 24 conductors, composed of 14 No. 16 B. & S. gauge and 10 No. 18 B. & S. gauge, in the conduit of the American Telegraph and Telephone Company, on Girard avenue from Ridge avenue to Thirty-first street; 2,666 feet of 30 conductors, composed of 20 No. 16 B. & S. and 16 No. 18 B. & S. gauge, in the conduit of the American Telegraph and Telephone Company, on the east side of Seventh street, from the north side of Walnut street to the north side of Race street; 7,590 feet of 17 conductors, No. 16 B. & S. gauge, on Broad street from the north side of Diamond to Cumberland, and from Somerset to Germantown avenue; 760 feet 10 conductors, No. 16, on Locust street, from Broad to Fifteenth and Fifteenth to Brighton, Fifth District Station House; 380 feet 16 conductor, from Ridge

avenue and Jefferson streets into the Twenty-third District Police Station ; 80 feet 6 conductor from Ridge avenue and Columbia avenue, into Engine No. 27.

The underground electric lighting service on Mt. Vernon street, between Broad and Twenty-third street, was completed with 18 30-foot posts and mast arms, and 5,460 feet of cable ; current first passed through this service May 10th. 6,871 feet of 17 conductor bunched cable, composed of 7 No. 16 B. & S. and 10 No. 18 B. & S., was laid on Ridge avenue, between Girard avenue and Twenty-ninth street.

In connection with the underground work, leads have been carried up the poles at the cable terminals to facilitate the connection between the overhead and underground wires, as follows :

- Southwest corner Broad and Lombard, with 63 feet of 18 conductor.
- Northwest corner Broad and Fitzwater, with 57 feet of 18 conductor.
- Southwest corner Broad and Reed, with 65 feet of 18 conductor.
- Northwest corner Broad and McKean, with 62 feet of 18 conductor.
- Southwest corner Broad and Washington, with 98 feet of 31 conductor.
- Southeast corner Broad and Race, with 140 feet of 10 conductor.
- Southwest corner Broad and Callowhill, with 85 feet of 31 conductor.
- Southwest corner Broad and Buttonwood, with 183 feet of 10 conductor.
- North side Fairmount avenue, west of Broad, with 176 feet of 16 conductor.
- South side Girard avenue, east of Broad, with 210 feet of 10 conductor.
- Northeast corner Broad street and Montgomery avenue, with 103 feet of 16 conductor.
- Southeast corner Broad and Cumberland, with 50 feet of 10 conductor.
- Northwest corner Broad and Somerset, with 48 feet of 10 conductor.
- Northwest corner Broad and Indiana avenue, with 55 feet of 6 conductor.
- Southwest corner Broad and Ontario, with 85 feet of 6 conductor.
- Southwest corner of Broad and Germantown avenue, with 67 feet of 16 conductor
- Southeast corner Tiernan and Federal streets, with 280 feet of 6 conductor.
- Southeast corner Thirty-third and Lancaster avenue, with 90 feet of 10 conductor.
- Ridge avenue, west side, south of Twenty-ninth street, with 55 feet of 16 conductor.
- Northwest corner Thirty-first and Girard avenue, with 65 feet of 16 conductor.

- Northeast corner Twenty-seventh and Girard avenue, with 67 feet of 16 conductor.
- Southeast corner Twenty-second and South College avenue, with 50 feet of 10 conductor.
- North side Columbia avenue, west of Eighteenth street, with 42 feet of 16 conductor.
- Northwest corner Twenty-third and Columbia avenue, with 100 feet of 10 conductor.
- West side of Ridge avenue, opposite Thompson street, with 42 feet of 16 ductor.
- West side of Ridge avenue, north of Fifteenth street, with 55 feet of 10 .conductor.
- Southwest corner Eleventh and Callowhill, with 98 feet of 16 conductor.
- Southwest corner Warnock and Berks streets, with 70 feet of 10 conductor.

One hundred and twenty-five (125) feet of 10 conductor cable has been laid across Broad street at Girard avenue, connecting the cables laid on either side. Additional electric lights have been located on 30-foot posts and mast arms, as follows: Broad street, north of Poplar; Broad above Dauphin; Broad, above Ontario; Broad, above Tioga; Broad, above Venango; Broad and South Penn Square; Sedgley avenue and Diamond; Diamond, between Thirtieth and Thirty-first, Thirty-first and Thirty-second and Thirty-second and Thirty-third; lamps originally located on wood poles have been placed on 30-foot iron poles and mast arms, the wooden poles removed, and connected with the underground service, as follows: Northwest corner Broad and Filbert; west side of Broad, north of Arch; Broad and Cherry; Broad, north of Cherry; Broad and Race; Broad, north of Race; Broad street, south of Vine; Broad and Vine streets; Broad and Wood streets; Broad and Callowhill streets; Broad and Hamilton; Broad, opposite Buttonwood; Thirty-first and Diamond street; Thirty-second and Diamond and Diamond and Thirty-third.

The old six conductor, anti-induction cable that had been in use, and laid in the conduits on Broad street, be-

tween Cuthbert and Wallace streets, (4,539 feet) was drawn out to make room for a cable containing a larger number of conductors. Forty-eight fire signal boxes have been placed on iron posts on Broad and Market streets and Ridge avenue, and connected with the cables laid underground.

Poles and Wires Removed.

On account of the placing of the City wires underground, the following poles and wires were removed :

53 poles on Broad street, between South Penn Square and Reed street.

4 poles on Brandywine street, between Broad and Fifteenth streets.

18½ miles City wires on Broad street, between South Penn Square and Reed street.

22½ miles City wires on Broad street, between Cuthbert street and Fairmount avenue.

1300 feet wire on Brandywine street.

3.8 miles of electric light wires by the Brush Company on Broad street between Filbert and Fairmount avenue.

4.9 miles of electric light wires by the Brush Company on Broad street between City Hall and Reed street.

5. miles of electric light wire by the Southern Electric Light Company on Broad street between Washington avenue and Reed street.

92 poles of the Philadelphia Illuminating Company, who had given up business, were removed by this Bureau, between Broad and Eighth, and Vine and South streets.

11 poles were removed on Passyunk avenue between Thirteenth and Eighteenth streets.

3 poles were removed on Thirteenth street between Spring Garden and Ridge avenue.

3 poles were removed on Thirteenth street between Washington avenue and Carpenter street.

8½ miles of wire were taken from City poles on Second street between Dock and Mifflin streets.

300 feet of electric light wire belonging to the Illuminating Company were removed.

600 feet of wire were removed from the poles on Brown street between Lancaster avenue and Forty-second street.

A total of 166 poles removed and 64 miles of wire taken from them by the Electrical Bureau and others during 1893.

Police Telegraph.

The importance to a municipality of a Police Telegraph can readily be seen by the reports of the Police Telegraph Chiefs of the various cities of the amount of yearly business transmitted over the wires controlled by them.

The Police Telegraph, as maintained by this Bureau, is without a doubt the most extended and best equipped of any in the country. It is manned with a force of 108 operators, located at 42 stations. It is connected with the Central Office, in this Bureau, by five circuits aggregating 50 miles in length, and operated by 12 operators at the Central Office. The class of instruments used in this City are of such a character as to insure the utmost secrecy in the transmission of messages.

But one addition was made to this service during the year, that the new Thirtieth District at Front and Westmoreland streets.

The creditable showing made by the report of messages transmitted over these circuits during the year attest their value as an adjunct to the Bureau of Police.

Police Signal and Telephone.

Instituted as a branch of the municipal electrical service in 1884, this system has year by year been intro-

duced into the several districts, until in this the tenth year of its existence, we find it in all but three—the seventh, eighth and twenty-seventh districts. While a number of the districts are not as fully equipped as the officials in charge of them could wish, it still remains as a fact that they would not, if they could avoid it, return to the old order of things, and be required to go without the conveniences and benefits offered by it. As each appropriation becomes available, a portion of it is set aside to meet the requirements of the various districts whose equipment is not yet complete, and the remainder used to establish a district as yet unprovided for. This year the Twelfth District, with headquarters at Tenth and Thompson streets, was equipped with fifteen of the new pattern wall boxes, and the Thirtieth District, at Front and Westmoreland streets, with five taken from the old Twenty-fourth, and the service of the following districts increased : The First by 4 boxes ; the Third District by 3 boxes ; the Fourth District by 4 boxes ; the Sixth District by 1 box ; the Eleventh District by 1 box ; the Eighteenth District by 4 boxes ; the Twenty-second District by 3 boxes ; the Twenty-third District by 3 boxes ; the Twenty-fourth District by 1 box ; the Twenty-sixth District by 2 boxes ; the Twenty-eighth District by 2 boxes.

There have always been objections in the use of the booth in the heart of the city on account of the room it takes up on the sidewalk, and of being subject to damage by teams running into them. To overcome these objections a number of the booths have been taken down and located in outlying districts and wall boxes erected instead. The Eleventh District Patrol wire has been made parallel metallic to overcome the induction from the motor and electric light wires.

The following list gives the number of stations in each district, together with the private institutions :

Patrol Stations.

Patrol.	Police Districts.	Banks, etc.	Total Boxes.
No. 1	Third.....	1	12
" 1	Fourth	1	14
" 2	Twenty-first.....	2	26
" 3	Sixteenth.....	1	14
" 4	Second.....		13
" 5	Fifth.....	2	13
" 5	Nineteenth.....	1	8
" 6	First.....		12
" 6	Seventeenth.....		13
" 7	Twenty-fifth		17
" 8	Twenty-second.....		18
" 8	Twenty-eighth.....		11
" 9	Twenty-third	1	21
" 10	Twenty-fourth.....		11
" 10	Thirtieth.....		5
" 11	Ninth.....	1	14
" 12	Fifteenth		13
" 13	Eighteenth.....		16
" 13	Twenty-sixth		12
" 14	Fourteenth.....	1	34
" 15	Tenth.....		12
" 15	Eleventh.....		14
" 16	Twenty-ninth.....		13
" 17	Sixth.....	1	9
" 17	Twentieth.....		8
" 18	Thirteenth.....		13
" 19	Twelfth.....		15
	Total.....	12	381

As stated in my last report, the carelessness or negligence of the watchmen connected with the private insti-

tutions in which this service had been located, was a serious drawback to the efficiency of this service, inasmuch as they frequently failed to report at stated intervals as required. This condition of affairs still continues, as numerous complaints of this nature have been received from the districts in which they are located. In all cases a call on the telephone from the Central Office causes the report to be sent in. I have on several occasions written the officers of these institutions with the effect of bettering the service for a time, but eventually they drifted again into their old habits, and it became necessary to have recourse to the telephone before the report was sent in.

Fire Signal and Telephone.

The circuits, thirteen in number, comprising this system, have been connected with the new telephone switch-board in the office of this Bureau, in a block particularly prepared for them, where they will be under the direction and care of the Central Office operators; the old apparatus erected in 1884 at fire headquarters, Broad and Race streets, has been taken out and brought to the office.

The new fire-boat "Edwin S. Stuart" is the single addition made to this service during the year. The service at Chestnut Hill and Engine No. 3 were moved to temporary quarters that had been provided those companies during the fitting up of their new houses.

Fire Alarm System.

The small number of complaints received from the various engine companies during the year would indicate that little could be done to improve the already excellent service provided them in our Fire Alarm System. To prevent the possible failure in the transmission of alarms, the wires of this system are guarded by tests night and day, and troubles as soon as shown are quickly removed.

As mentioned before, little could be done to improve the system, with the possible exception of getting all the wires underground, a feat equally desirous and possible, but at the expense of considerable outlay and time. All the wires of this service are underground for at least some portion of their length, and as funds become available for new work, cables for this and the other municipal systems are being placed in the conduits and the overhead wires removed. No additions have been made to this service during the year.

Fire Signal System.

While not used as often nor to the extent of other electrical services of a great municipality, the Fire Signal system must be carefully watched, and is the object of considerable solicitude on the part of those having it in charge. It is the one service that knows no straight lines; it dodges into a side street here, drops into a building there, picks up a signal box here and there on its route, until on its return to the office it has been passed through from twenty-five to fifty stations from which alarms may be sent in case of necessity. Many of these circuits are from twenty to thirty-five miles in length, with numerous loops, and are only maintained to an efficient standard by the exercise of the closest attention and watchful care. A number of these circuits have become so heavily loaded with boxes that it is our intention the coming year to obtain the necessary machinery for the Central Office and add ten new circuits to our present equipment.

There is at present in use in this system 740 boxes, all the numbers available between the numbers 1 and 999. As the repeater at present in use will transmit no greater than three numerals it became necessary, before purchasing other boxes for the extension of the service, that a

repeater with the capacity for the transmission of four or more numerals be secured ; recourse was had to Councils for a sum sufficient for the purpose, and the appropriation made. Specifications were prepared and advertisements issued asking for bids. There was but one bidder, The Gamewell Company, and the contract was accordingly awarded them.

Among the machinery at the central office are two ten circuit automatic repeaters, instruments intended to be used for the transmission of alarms direct from the boxes. These instruments were contracted for in 1881, at a time when the circuits were few and the number of boxes small. Had there been no increase from the conditions existing at that time, they would have proven a most valuable acquisition to the machinery of the office, but we have grown so enormously that the use of these instruments became practically out of the question. Our men are out night and day, constantly calling and asking instructions, on one circuit or another, all of which, had these instruments been in service, would have caused confusion. It was my desire when we took possession of the rooms in the City Hall in 1886, to dispose of these instruments for others more suitable to our purpose, but on consultation with the City Controller, he suggested the only way out of the question to be a re-advertisement, which the contractors refused to listen to, and the instruments were set up though never used. It was included in the specifications for the new four dial repeater, that a bid should be made for these instruments as part payment. This was done, and the amount—a very favorable one—was included as part of the price to be paid for the repeater.

Forty-eight boxes have been located on iron posts and connected with the underground service. Broad street alone, from Germantown Road to McKean street has been

equipped with thirty-two of these boxes with keyless doors, and is an independent underground circuit in itself.

Seventy-seven keyless doors, principally on the underground service, are in use in this system. The use of these doors are attendant with some risk, inasmuch as we have had from mischievously disposed persons false alarms of fire from them while they were yet new. In some instances, police officers in opening the box heard the bell on the door ring and imagined the alarm to be going in and accordingly proceeded no further. In other cases we have received complaints that the doors could not be opened and found, the parties from whom the complaints came had failed to turn the handle all the way round. These, and other complaints of a like nature, have kept us engaged in looking after them closely to assure receiving the alarm.

The stages of nine of the theatres are equipped with fire signal boxes connected with circuits leading into this office.

Telephones in City service.

The business done on the telephone switch-board during 1892, 289,048 connections, and the limited force of operators stationed there convinced me that it would be necessary to have another block placed in the board, making its capacity 325 wires, and an increase of the force of telephone operators. An appropriation was asked for and obtained for both purposes. The extra block has been put in service, and the additional operators drilled into service, greatly facilitating the rapid transmission of municipal telephone business. Fifty sets of telephones have been added to the various services during the year, making a total of 620 sets under the care of the Bureau. Among the number, the following offices have been connected to the switch-board: Brigade Headquarters; the

guard house at Rittenhouse street and Wissahickon drive; the Red Bridge and Wissahickon drive in the Park; the residence of the President of the Department of Charities and Correction; the office of President of Select and Common Councils respectively; the residence of the Chief of Detectives and the store-house of the Bureau, located Twentieth and Filbert streets. The sub-police station at Nicetown, formerly connected with the Twenty-fourth District, being now a part of the new Thirtieth District, was connected with that station. A set of telephones has been placed in the booth at the foot of the hill on the Wissahickon drive and connected with the Thirteenth District Police Station. At the request of the Board of Health, telephones were placed in the main building and pavilion at the Municipal Hospital connecting the same.

The officers of the Commissioners of Fairmount Park have for a long time endeavored to maintain a telephone service between their office in the City Hall and the various guard houses in the Park, but without success, though they were paying the local telephone company quite a sum for its maintenance. They finally called upon the Department and requested that this Bureau take charge of the service. They were informed that we would undertake to look after it, but they must not expect much from it as it was then constructed, as the wires would have to be entirely re-run, and that if they would undertake to supply the necessary materials the Bureau would remodel it for them. They obtained from their appropriation a sum sufficient to cover the expense of reconstruction, the wire and other supplies were purchased and a plant established for them with which they were more than pleased. We supplied them with underground service from the City Hall to Sedgley, from thence the wire is carried overhead through the Park, to Woodford, Belmont,

Memorial Hall and the English Buildings. There was used in this construction about 15 miles of covered copper wire ; thirty 35 feet poles ; 70 cross arms ; 13 break arms and 3 iron brackets.

Electric Lightiny.

At the close of the year 1892 there were 2,650 lights maintained at public expenses, 50 by the Girard Estate, and 33 (free) maintained by the various companies in compliance with the ordinances under which they were working, making a total of 2,733 lights. At the close of the year 1893, there were 3,527 lights maintained at public expense—50 by Girard Estate and 41 free—making a total of 3,618 lights, an increase of 885 lamps ever 1892.

To properly inspect and test this large number of lamps will necessitate an increase in the force of our inspectors that a detail may be made, whose duty it will be to give them their undivided attention, testing them nightly to ascertain whether the companies furnishing the current are living up to the terms of their contract. During the present year but one of our inspectors could be spared to perform this duty, and he only at intervals.

A mean average of the tests made will be found below.

Company.	Ampere.	Volts.
Brush	9.63	48.9
Diamond	9.4	49.5
Frankford Avenue.....	9.17	50.5
Germantown Electric Light.....	9.93	57.7
Manufacturers'.....	9.31	49.9
Powelton.....	9.16	46.7
Southern	8.91	48.
Suburban	8.8	42.3
Wissahickon.....	9.4	48.9
Total.....	9.3	49.1

Seven thousand one hundred (7,100) lights were deducted from the bills of the various electric light companies during the year, where they failed to comply with their contracts.

License Returns.

The decisions rendered in 1892 by the Supreme Court of the State of New York, and that of the Courts of Pennsylvania, sustaining the City's claims for license charges against the various telegraph, telephone and electric light companies, has had the effect of causing the Philadelphia Local Telegraph Company to pay arrearage for wire on city poles as follows :

1885.....	\$112 50
1886.....	80 00
1890.....	25 00
1891.....	25 00
1892.....	25 00
Total.....	\$267 50

Among those who were in arrears was the Local Telephone Company, to whom the City owed a bill for telephones furnished. The warrant was drawn for the amount due them, but withheld until such time as they settled their indebtedness to the City, the matter being in the hands of the City Solicitor. An agreement was finally reached that they would pay the arrearages, with interest, provided the City allowed them interest on the amount due them for the use of telephones dating from the first day of January, 1892, the date on which the bill should have been paid. It consequently bore interest for 1892, and for that part of 1893 up to the time of settlement. The amount of arrearage paid by the Telephone Company, less interest, will be found on next page :

1885.....	\$3,859 50
1886.....	4,519 50
1887.....	4,837 00
1888.....	5,364 50
1890.....	5,172 50
1891.....	5,315 00
1892.....	5,355 00
Total.....	\$34,423 00

Moneys Paid to Receiver of Taxes.

The total amount paid to the Receiver of Taxes from all sources, to the credit of this Bureau, was \$74,235.72, as follows :

License charges and interest for the year 1885.....	\$6,023 96
“ “ “ “ 1886.....	6,731 19
“ “ “ “ 1887.....	6,823 23
“ “ “ “ 1888.....	7,251 01
“ “ “ “ 1890.....	6,395 79
“ “ “ “ 1891.....	6,252 40
“ “ “ “ 1892.....	3,754 64
“ “ “ “ 1893.....	29,645 50
Sale of old material and miscellaneous.....	453 00
Use of police signal and telephone service.....	900 00
Total.....	\$74,235 72

The license charges against the Bell Telephone Company from 1885 to 1892 inclusive, amounting to \$32,423, together with \$10,546.72 interest, making a total of \$42,969.72, were collected through the City Solicitor, who had been requested to bring suit for the same.

Appropriations.

Of the \$201,918.89 appropriated and carried from the books of 1892, or transferred to the Bureau for the year

1893, \$191,110.14 was expended, \$987.30 merged, and \$9,821.45 was carried to the books of 1894.

Number of Poles, Mileage of Wire, etc.

According to the returns made by the telegraph, telephone, electric light and street railway companies there were on the highways of the City (exclusive of those along railroad tracks) 16,771 wood and iron poles, of which 6,430 (iron) are used by the trolley roads, being an increase over 1892 of 7,592; 6,112 City poles (wood), an increase of 122; 687 City poles (iron), including 21 of the Girard Estate, an increase of 392, and a total of City and all other poles of 23,570, an increase of 8,054; 2,839.33 miles of telegraph and telephone wire, being a decrease of 167.46 miles; 934.8 miles of electric light wire, an increase of 178.47 miles, and 1,015 miles of City wire, an increase of 34.75 miles, and 33.7 miles of trolley wire, making a total of City and all other wires on poles, fixtures and buildings of 4,822.83 miles, an increase of 79.46 miles.

There are 15,973 attachments to City poles, being an increase of 100, to support 404.66 miles of wire.

The following table will show the number of iron poles erected by the Passenger Railway Companies:

Philadelphia Traction Company.

	No. of Poles.
Morris, Tasker and Long Lane.....♦.....	568
Chestnut and Walnut.....	586
Spruce and Pine.....	734
Thirteenth and Fifteenth.....	877
Twelfth and Sixteenth.....	820
Ridge avenue.....	695
Darby Road.....	347
Gray's Ferry Road.....	100
Catharine and Bainbridge.....	450
Total.....	5,177

Peoples Traction Company.

Fourth street, from Snyder to Germantown avenue.....	315
Eighth street, from Snyder to Germantown avenue.	388
Girard avenue, from East Norris to Thirty-first street.....	258
Germantown avenue, from from Fourth to Eighth street.....	87
Snyder avenue from Fourth to Eighth street.....	30
Dickinson street, from Fourth to Eighth street.....	30
Total.....	1,108

Wissahickon E. P. R. Company.

Manayunk avenue, from Sumac to Lyceum avenue.....	90
Sumac street, from Power House to Manayunk.....	11
Lyceum street, from Mitchell to Manayunk.....	19
Mitchell street, from Lyceum to Leverington.....	25
Total.....	145

Number of Telegraph Messages.

Four hundred and thirty-six thousand five hundred and seventy-one (436,571) messages were transmitted over the police wires, being an increase of 51,681 over 1892 (see table for synopsis of work done by districts.

Operations of the Telephone Switchboard.

Twenty-nine thousand seven hundred and thirty-five (29,735) messages were transmitted over the telephone wires, being an increase of 11,335 over 1892; 380,213 connections were made by the operators working the board, an increase of 101,165 over last year.

Number of Alarms of Fire.

There were 640 alarms of fire transmitted over the wires; first alarms 615; second alarms 16; third alarms 6; fourth alarms 2; fifth alarms 1; false alarms 2—an increase of 39 over last year.

Permits.

The following will show the number of permits issued to each company and the purposes for which they were granted :

Renewal of Poles.

Bankers and Merchants Telegraph Company.....	5
Brush Electric Light Company.....	13
Diamond Electric Company.....	3
Frankford avenue Merchants Electric Light Company.....	1
Germantown Electric Light Company	1
Manufacturers Electric Company.....	8
Mutual Union Telegraph Company.....	7
Northern Electric Light and Power Company.....	3
Philadelphia Local Telegraph Company....	5
Philadelphia, Reading & Pottsville Telegraph Ccmpany.....	2
Powelton Electric Company.....	2
Southern Electric Light and Power Company.....	8
Suburban Electric Company.....	2
United States Electric Lighting Company.....	1
Western Union Telegraph Company.....	15
Total.....	76

Erection of New Poles..

Bankers and Merchants Telegraph Company.....	1
Bell Telephone Company, of Philadelphia.....	1
Brush Electric Light Company.....	21
Citizens Passenger Railway Company.....	3
Continental Passenger Railway Company..	1
Diamond Electric Company.....	11
Empire Passenger Railway Company.....	7
Frankford Avenue Merchants Electric Light Company.....	5
Germantown Electric Light Company.....	9
Hestonville, Mantua and Fairmount Pass. Railway Company.....	3
Manufacturers Electric Company..	11
Peoples Passenger Railway Company.....	5
Philadelphia City Passenger Railway Company.....	4
Philadelphia and Gray's Ferry Pass. Railway Company.....	7
Philadelphia Traction Company.....	8

Philadelphia, Reading and Pottsville Telegraph Company.....	1
Powelton Electric Company.....	13
Ridge Avenue Passenger Railway Company.....	3
Southern Electric Light and Power Company.....	22
Suburban Electric Company.....	8
Thirteenth and Fifteenth Street Passenger Railway Company.....	12
Union Passenger Railway Company.....	2
West End Electric Company.....	3
Western Union Telegraph Company.....	2
West Philadelphia Passenger Railway Company.....	2
Wissahickon Electric Light Company.....	5
Wissahickon Electric Passenger Railway Company.....	1
Total	171

Running of New Wire.

American District Telegraph Company.....	4
American Telephone and Telegraph Company.....	2
Bell Telephone Company, of Philadelphia	10
Brush Electric Light Company	111
Bureau of Water.....	1
Continental Passenger Railway Company.....	1
Diamond Electric Company.....	26
Empire Passenger Railway Company.....	1
Germantown Electric Light Company.....	11
Frankford Avenue Merchants Electric Light Company.....	18
Harrison, Bros. and Company.....	2
Manufacturers Electric Company.....	38
Northern Electric Light and Power Company.....	61
Pennsylvania Railroad Company.....	7
Philadelphia, Reading and Pottsville Telegraph Company.....	6
Philadelphia and Gray's Ferry Passenger Railway Company.....	1
Pneumatic Fire Alarm Telegraph Company.....	1
Powelton Electric Company.....	12
Southern Electric Light and Power Company.....	13
Suburban Electric Company.....	10
Thirteenth and Fifteenth Streets Passenger Railway Company.....	1
Union Passenger Railway Company.....	1
United States Electric Light Company.....	24
West End Electric Company.....	5
Western Union Telegraph Company.....	7
Wissahickon Electric Light Company.....	4
Total.....	378

Repairs to and Renewals of Wire.

American District Telegraph Company.....	3
American Telephone and Telegraph Company.....	1
Atlantic Refining Company.....	2
Bankers and Merchants Telegraph Company.....	6
Bell Telephone Company.....	27
Brush Electric Light Company.....	2
Bureau of Gas.....	1
Frankford Avenue Merchants Electric Light Company.....	1
Girard Point Storage Company.....	1
Knickerbocker Ice Company.....	1
Manufacturers Electric Company.....	6
Mutual Union Telegraph Company.....	2
Northern Electric Light and Power Company.....	5
Pennsylvania Railroad Company.....	21
Philadelphia, Reading and Pottsville Telegraph Company.....	4
Philadelphia Local Telegraph Company.....	3
Powelton Electric Company.....	1
Southern Electric Light and Power Company.....	2
United States Electric Lighting Company.....	1
Western Union Telegraph Company.....	26
Total.....	116

Suspension of Aerial Cables.

Philadelphia and Reading Railroad Company.....	1
Western Union Telegraph Company.....	2
Total.....	3

Removal of Poles.

Bell Telephone Company.....	1
Brush Electric Light Company.....	1
Manufacturers Electric Company.....	2
Total.....	4
Grand total.....	748

Permits Underground.

The following will show the number of permits issued to each company for underground work and the purposes for which they were granted :

Repairs.

Edison Electric Light Company	1
The Penn Electric Light Company.....	164
Total.....	165

New Work. (House Connections, etc.)

American Telegraph and Telephone Company.....	1
Columbia Avenue Electric Light Company.....	5
Edison Electric Light Company.....	19
Frankford Avenue Merchants Electric Light Company.....	6
The Penn Electric Light Company.. ..	58
West End Electric Company.....	12
Total.....	101

New Work. (Main Leads.)

Bell Telephone Company, of Philadelphia.....	4
Brush Electric Light Company.....	1
The Penn Electric Light Company.....	2
Total.....	7

To Build Manholes.

The Penn Electric Light Company.. ..	2
Grand total.....	275

Number of Instruments, &c., in use by the City.

The City had in use at the end of the year 44 police dial instruments ; 67 alarm instruments located in engine houses, depots and factories, 11 of which are private ; 740 signal boxes, 44 of which are private and nine are on the stages of the various theatres ; 68 bells, relays and keys devoted to the fire signal and telephone service ; 27 police signal and telephone system central office sets ; 327 police patrol sentry booths ; 381 police patrol signal boxes, 44 of which are wall boxes and 12 are located in banks and

other private institutions; 620 telephones; 6,112 poles (wood); 709 poles (iron); 1,015 miles of overhead wires; 33.2 miles of telegraph and telephone cable underground; 599.1 miles of underground telegraph and telephone wire; 28.8 miles of underground electric wire; 104,061 feet of underground conduit; 619,123 linear feet of duct; 376 mast arms; 48 iron signal box posts on underground wire; 175 junction boxes; 194 manholes; one-three dial manual repeater; 2-10 circuit automatic repeaters; 4 banks of registers, 5 pens in each; 6 banks of relays, 5 in each; 30 bell magnets; 1 telephone switch-board, capacity 325 circuits; 1 fire-alarm switch-board, capacity 100 circuits.

Number of Calls. (Police Signal System.)

Three million six hundred and seventy-nine thousand six hundred and fifty-six (3,679,656) calls, an increase of 532,247 over 1892, were made on the police signal and telephone service during the year; 3,636,855 were for telephone service, of which 26,224 were reports from private institutions and 42,801 wagon calls. A summary of the wagon calls show 29,500 were for conveyance of prisoners, 6,444 for the conveyance of injured persons; 752 for the conveyance of officers to fires, and 6,105 were miscellaneous.

The following boxes show the greatest number of calls for the wagon during the year 1893 :

Box No.	Location.	Patrol No.	No. of Calls.
44	Sixth and St. Mary street.....	1	791
51	Charles and Bainbridge streets.....	4	709
62	Seventh and Bainbridge streets.....	4	671
14	Thirteenth and Bainbridge streets.....	4	357
321	Delaware avenue and Dock street.....	1	336

The following boxes show the greatest number of telephone calls for the year 1893 :

Box No.	Location.	Patrol No.	No. of Calls.
12	Nineteenth and Fairmount avenue.....	11	27,391
14	Twenty-first and Hamilton streets.....	11	27,182
321	Delaware avenue and Dock street.....	1	26,728
16	Ridge avenue and Ogden street.....	11	24,038
221	Frankford road and Adams street.....	13	23,389

Construction and Maintenance.

Including a vast amount of detail work incidental to their duties, the Inspectors of this Bureau have equipped one new Police Station with police instruments and police patrol central office setts; one old district with police patrol central office setts; one new fire station with alarm and telephone setts; a number of old stations were rewired and fitted with call-bells, &c. 43 new patrol boxes connected; 50 setts telephones connected; 1990 instruments of various designs tested and kept in repair; 620 telephones inspected and maintained and 3618 electric lights looked after and tested. The line inspector and his corps of men have erected 389 poles in extension and repairs; 270 iron poles for electric lighting from overhead wires; 126 miles of wire in extension and repairs; 1222 cross arms; 58 break arms; 125 brackets; 2894 feet of pipe for fire and patrol boxes; removed 136 poles on account of radius curbs; reset 25 poles; trimmed 310 trees and removed altogether 166 poles from the streets.

The underground construction corps, under the supervision of the Assistant Manager, laid 23,753 feet conduit; laid and connected 46,912 feet of telegraph and telephone cable and 5.6 miles of electric light cable; cabled 30 poles at the end of cables; erected 21 iron posts on Walnut street bridge for electric lighting; connected up 87 junc-

tion boxes; constructed 76 manholes; erected and connected 45 iron signal box posts on underground wires; erected and wired 117 mast arms; erected and constructed 101 iron electric light posts. A very creditable showing for these three branches for the year.

Miscellaneous.

Many of the station houses remaining unequipped with the electrical call-bell system (having had recourse to the old style bell-pull) have been furnished with pushes, buzzes and calls, adding materially to the convenience of the officers and men.

The spring jack board in the central office has been extended by the addition of 84 new jacks. On the dissolution of the Philadelphia Illuminating Co., who had failed to receive the contract for public lighting for 1893, a large number of poles and a quantity of wire was left in the streets. There being no one to look after them they were ordered to be removed by our construction force. About 1900 pounds of wire and 92 poles were taken from the various streets in which they had been lighting.

In conclusion, permit me to express grateful appreciation of the uniform kindness and courteous consideration shown me by the Mayor, the Director of Public Works and yourself, and to express my appreciation of and my thanks for the valuable assistance rendered me in the supervision, direction and management of the affairs of the Bureau by Manager John C. Sager, and by the employees of the Bureau, who have all performed the various duties assigned them in the most able and satisfactory manner.

Respectfully,

D. R. WALKER,
Chief of Bureau.

Summary of the operations of the Police Telegraph during the year of 1893.

Districts.	Whole No. of messages.	Received.	Sent.	Coroner.	Grand Jury.	Fires.	Description of				Restored to friends and owners.				Classified.		Miscellaneous.		Missing Persons.	Lost Children.		Estrays.			Vehicles.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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Summary of the operations of the Police Telegraph during the year of 1893—Continued.

DISTRICTS.	Whole No. of messages.	Received.	Sent.	Coroner.	Grand Jury.	Fires.	Description of				Restored to friends and owners.				Miscellaneous.	Missing Persons.		Lost Children.		Estrays.		Vehicles.						
							Stolen Property.	Criminals.	Missing Persons.	Lost Children.	Missing Persons.	Lost Children.	Estrays.	Vehicles.		Men.	Women.	Boys.	Girls.	Horses.	Mules.	Cattle.	Carriages.	Carts.	Drays.	Pushcarts.	Sleighs.	
Fifteenth.....	11,939	8,249	3,710	31	17	643	546	938	721	28	44	28	41	9	3,046	8,913	39	5	23	5	36	...	5	2	7	...	...	...
Sixteenth.....	7,700	4,160	3,540	40	49	621	658	1,744	1,098	136	6	136	40	22	4,550	3,150	5	1	93	43	32	4	4	6	12	4	...	...
Seventeenth.....	8,429	4,860	3,569	32	40	640	394	737	637	235	30	160	32	24	2,961	5,468	11	19	90	70	22	3	7	4	14	5	1	...
Eighteenth.....	12,038	7,314	4,724	35	74	630	698	778	605	431	10	203	17	15	3,541	8,497	4	6	140	63	15	2	.....	1	8	3	3	...
Nineteenth.....	9,014	5,165	3,849	19	87	612	578	801	626	192	3	168	14	14	3,114	5,900	.....	3	98	70	13	1	.....	1	8	2	3	...
Twentieth.....	17,511	9,122	8,489	21	70	633	677	851	614	113	12	74	30	32	3,130	14,431	5	7	51	23	28	2	.....	11	13	5	3	...
Twenty-first.....	9,756	5,854	3,902	32	79	663	783	939	1,059	105	20	46	79	38	3,843	5,913	8	12	36	10	48	5	26	4	22	12	...	...
Twenty-second.....	16,702	8,633	8,069	52	100	664	605	905	769	127	19	135	80	28	3,484	13,218	9	10	92	43	65	5	10	7	17	3	1	...
Twenty-third.....	9,201	5,034	4,167	30	73	639	700	925	780	218	3	104	29	22	3,523	5,678	1	2	76	28	24	5	.....	6	12	2	1	...
Twenty-fourth.....	9,020	5,189	3,831	43	92	619	737	847	746	92	6	92	6	5	3,339	5,631	1	5	57	35	6	.....	.....	3	2	...	...	...
Twenty-fifth.....	17,510	9,337	8,123	19	131	629	739	878	1,047	85	14	278	32	21	3,943	13,567	9	5	172	106	19	8	5	2	13	3	3	...
Twenty-sixth.....	8,541	4,621	3,920	17	54	673	726	853	630	331	2	141	12	11	3,450	5,001	1	1	76	65	12	...	.....	4	4	1	2	...
Twenty-seventh.....	8,037	5,196	2,841	15	4	568	657	610	672	.....	.....	7	10	2	3,547	5,492	.....	.....	5	2	6	1	3	2	.....	.....	...	...
Twenty-eighth.....	20,433	10,809	9,574	10	40	625	842	832	1,332	153	8	37	33	23	4,040	16,443	5	3	64	23	29	3	1	4	14	...	5	...

Summary of the operations of the Police Telegraph during the year of 1893—Continued.

Districts.	Whole No. of messages.	Received.	Sent.	Coroner.	Grand Jury.	Fires.	Description of				Restored to friends and owners.				Miscellaneous.	Missing Persons.		Lost Children.		Estrays.		Vehicles.								
							Stolen Property.	Criminals.	Missing Persons.	Lost Children.	Missing Persons.	Lost Children.	Estrays.	Vehicles.		Men.	Women.	Boys.	Girls.	Horses.	Mules.	Cattle.	Carriages.	Wagons.	Carts.	Drays.	Pushcarts.	Sleighs.		
Twenty-ninth.....	8,637	5,484	3,153	26	38	625	635	1,270	1,080	86	23	36	75	4	3,848	4,789	17	6	26	10	45	4	26	8	.....	.....	.....	.....	1	.....
Thirtieth.....	2,786	1,666	1,070	3	26	202	421	362	369	41	9	44	18	7	1,492	1,244	5	4	24	20	15	...	3	4	2	1	.....	.....	.....	.....
Sub-station 9th Dist.....	7,333	5,067	2,266	17	.....	653	831	1,059	1,064	80	2	39	5	3	3,768	3,575	2	.....	20	19	3	.....	2	1	2	.....	.....	.....	.....	.....
Roxborough	6,557	5,197	1,360	12	1	626	408	776	796	.....	.....	.....	5	.....	2,624	3,933	.....	.....	.....	.....	4	.....	1	.....	.....	.....	.....	.....	.....	.....
Chestnut Hill.....	6,466	5,425	1,041	.....	3	631	649	1,204	944	5	.....	5	23	2	3,465	3,000	.....	.....	4	1	10	.....	13	1	1	.....	.....	.....	.....	.....
Olney	1,372	764	1,118	3	.....	14	11	19	154	1	2	2	27	3	236	1,636	1	1	2	.....	7	1	19	.....	3	.....	.....	.....	.....	.....
Sub-station 21st Dist.....	6,463	5,379	1,087	6	.....	631	634	671	793	326	.....	.....	115	3	3,179	3,237	.....	.....	.....	.....	45	9	61	1	2	.....	.....	.....	.....	.....
Falls of Schuylkill.....	9,725	5,172	4,553	9	.....	619	528	861	656	.....	.....	6	12	2	2,693	7,032	.....	.....	6	.....	5	.....	7	2	.....	.....	.....	.....	.....	.....
Bridgesburg.....	7,476	6,391	1,085	1	1	641	613	799	1,019	.....	1	5	3	.....	3,933	4,893	1	.....	4	1	2	.....	1	.....	.....	.....	.....	.....	.....	.....
Sub-station 25th Dist.....	16,160	8,695	7,465	19	14	615	789	902	1,029	136	1	81	19	7	3,612	12,548	.....	1	47	84	19	.....	.....	.....	5	2	.....	.....	.....	.....
Holmesburg	5,092	3,941	1,151	3	1	583	556	614	990	.....	.....	1	16	1	2,765	2,327	.....	.....	1	.....	6	.....	10	.....	1	.....	.....	.....	.....	.....
Nicetown	11,653	6,186	5,517	23	39	619	653	754	764	47	3	36	26	7	2,971	8,682	2	1	19	17	17	1	8	1	6	.....	.....	.....	.....	.....
	436,571	248,219	183,352	1,048	3,616	24,611	27,244	36,369	36,930	6,273	461	3,766	1,038	637	141,063	285,708	273	188	2,868	1,408	744	61	233	119	346	68	1	99	4	.....

Showing the Number of Calls from each Box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 1. Fourth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.			
14	Fourth and Arch sts...	2	1,967	3	730	5	815	1	782	6	813	3	784	11	814	7	816	5	787	3	810	7	787	7	823	10,790
22	Third and Church sts.	12	1,880	13	1,240	9	1,373	11	1,325	19	1,382	16	1,329	10	1,371	12	1,380	14	1,331	18	1,377	24	1,341	22	1,374	16,378
38	Sixth and Arch sts.....	8	1,997	8	1,445	7	1,594	4	1,548	6	1,029	4	1,547	9	1,538	5	1,591	11	1,544	9	1,591	13	1,546	9	1,581	18,694
42	Water and Arch sts.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
72	Bank of Republic.....	.....	124	.....	112	.....	124	....	120	....	124	....	120	....	124	....	124	....	120	....	121	....	120	....	124	1,460
225	Fifth and Commerce..	10	1,224	8	905	2	996	6	967	6	1,000	6	964	6	998	5	1,000	5	967	6	995	9	967	6	993	12,046
324	Delaware ave. & Race..	6	1,193	15	709	5	779	11	756	18	799	23	765	35	804	23	791	20	763	14	784	9	760	13	781	9,919
331	Second and Arch sts...	35	1,611	12	1,444	20	1,603	20	1,548	17	1,603	13	1,540	13	1,591	7	1,590	10	1,540	10	1,594	10	1,541	8	1,589	18,972
332	Third and Race sts....	.....	.....	10	730	2	811	12	784	9	812	10	785	13	817	14	813	17	790	19	814	28	788	16	815	8,909
333	Del. ave. and Market..	17	1,786	23	1,387	19	2,093	22	1,721	25	1,785	27	1,723	29	1,795	12	1,784	18	1,723	13	1,779	19	1,725	18	1,558	21,601
341	Seventh and Race sts.	.....	.....	4	1,069	8	1,186	5	1,148	10	1,189	7	1,152	15	1,195	7	1,193	7	1,151	4	1,189	7	1,147	11	1,186	12,880
342	Seventh and Market...	.....	.....	7	735	3	814	1	785	4	844	1	787	11	818	6	822	7	790	13	821	10	788	9	815	8,861
422	Del. ave. and Chestnut.	2	1,002	1	1,403	6	1,556	8	903	5	994	6	963	19	1,002	14	1,005	16	972	11	1,001	11	967	9	999	12,870
423	Water and Vine sts....	1	406	3	367	7	403	4	396	5	408	2	393	10	409	4	415	6	394	6	407	6	398	8	409	4,859
	Local, 4th Police Dist..	12	221	9	235	10	214	13	192	8	199	17	207	21	240	15	218	18	217	15	165	12	211	17	176	2,662
	Total.....	105	12,911	116	13,011	103	14,363	113	12,975	138	12,951	135	13,059	202	13,569	131	13,545	154	13,089	141	13,451	167	13,086	155	13,663	161,333

RICHARD LYNCH,
CHAS. MEGONEGAL,
JAMES HATTENFIELD,
Operators.

*Showing the Number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 1. Third Police District.*

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
24	Guarantee Trust Company ..	160	160	162	162	160	160	164	164	167	167	162	162	165	165	165	165	165	165	162	162	163	163	165	165	1,391
42	5th and Lombard street.....	14	1,578	12	1,424	26	1,602	38	1,576	41	1,541	29	1,579	18	1,568	14	1,524	17	1,614	12	1,530	13	1,589	13	1,589	18,960
44	6th and St. Mary street.....	27	1,201	43	1,102	57	1,261	76	1,162	79	1,189	79	1,226	77	1,224	71	1,191	76	1,299	57	1,218	76	1,264	76	1,264	15,848
45	6th and Spruce street.....	17	1,796	12	1,592	24	1,784	26	1,642	32	1,676	38	1,628	33	1,676	34	1,677	24	1,614	19	1,691	13	1,622	25	1,686	20,381
52	7th and Walnut street.....	.....	.....	.....	.....	1	744	6	732	14	758	9	1,119	6	1,166	11	1,171	9	1,125	4	1,168	9	1,098	12	1,201	10,364
61	2d and South street.....	13	1,514	19	1,382	17	1,522	21	1,432	18	1,521	13	1,453	26	1,514	17	1,505	14	1,470	22	1,532	13	1,473	24	1,538	18,123
123	Delaware ave. and South st...	9	1,537	6	1,384	13	1,545	16	1,502	24	1,549	18	1,488	26	1,545	24	1,552	12	1,486	7	1,543	13	1,501	14	1,562	18,376
125	Front and Pine street.....	.....	.....	.....	.....	7	837	27	774	44	788	35	755	29	773	27	774	29	759	52	848	29	789	42	816	8,294
126	Dock and Walnut street.....	.....	.....	.....	.....	5	744	12	1,122	7	751	12	732	11	755	16	761	23	743	22	798	13	736	17	804	8,084
133	3d and Dock street.....	14	1,176	17	1,070	14	1,175	23	1,516	18	1,165	7	1,118	9	1,156	14	1,163	7	1,124	16	1,179	13	1,119	18	1,165	14,296
321	Delaware ave. and Dock st ..	44	2,320	22	2,060	23	2,273	8	2,206	26	2,262	28	2,188	34	2,226	18	2,256	39	2,198	28	2,291	17	2,194	19	2,279	27,064
323	5th and Walnut street.....	11	1,572	5	1,412	8	1,566	12	744	8	1,558	8	1,508	11	1,561	9	1,569	11	1,517	12	1,532	11	1,513	11	1,597	17,791
	Local Station House.....	38	1,201	29	1,110	39	1,154	34	1,048	55	1,171	41	1,054	53	1,164	47	1,063	45	1,204	48	1,116	33	1,078	53	1,105	13,983
	Total.....	187	14,055	165	12,688	229	16,364	299	15,666	386	16,167	329	15,980	346	16,503	312	16,498	298	16,115	323	16,523	233	16,074	324	16,771	192,935

GEORGE W. CROMWELL,
 HUGH J. LOGAN,
 GEORGE H. WHITTINGHAM,

Operators.

*Showing the number of Calls from each box in the Police Signal and Telephone System during the Year 1893.
Patrol No. 2. Twenty-first Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
12	33d and Woodland ave.....	7	1,139	9	1,088	4	1,023	11	1,158	7	1,220	9	1,134	6	1,151	9	1,043	14	986	9	1,098	16	1,052	14	1,157	13,399
13	52d and Walnut sts.....	1	298	.....	218	.....	261	.....	245	.....	346	.....	295	.....	313	1	253	.....	274	1	339	1	357	.....	368	3,571
15	32d and South sts.....	5	884	4	783	15	883	6	834	12	895	9	815	13	817	6	712	9	759	12	768	13	748	11	820	9,883
16	60th and Market sts.....	.....	230	.....	228	.....	240	1	208	.....	258	2	224	2	246	1	216	3	247	.....	237	1	252	2	253	2,852
21	42d st. and Baltimore ave.....	1	949	2	887	1	974	5	882	.....	976	.....	945	4	1,031	1	845	2	960	3	991	3	1,075	3	1,029	11,569
22	40th and Locust sts.....	.....	1,765	2	1,676	4	1,859	1	1,816	4	1,867	6	1,805	6	1,796	2	1,529	5	1,677	1	1,720	4	1,725	3	1,820	21,083
24	49th st. and Chester ave.....	1	424	.....	374	1	416	1	408	.....	424	1	402	1	421	2	345	.....	377	2	388	.....	395	2	416	4,796
26	38th and Sansom sts.....	1	1,821	4	1,496	8	1,772	6	1,705	3	1,810	3	1,566	3	1,683	6	1,225	1	1,370	4	1,352	2	1,900	4	1,982	20,282
27	45th and Spruce sts.....	1	878	.....	749	.....	846	2	833	.....	895	2	837	1	857	2	718	3	786	2	848	.....	873	.....	929	10,087
31	46th st. and Kingessing ave.....	.....	533	.....	478	3	539	1	528	2	538	1	510	.....	551	4	454	3	472	.....	540	2	550	1	587	6,317
32	53th st. and Elmwood ave.....	.....	452	.....	399	.....	470	.....	602	.....	691	.....	554	.....	555	.....	461	.....	555	1	636	.....	604	.....	664	6,644
36	30th and Chestnut sts.....	13	1,943	13	1,839	12	2,055	10	1,798	18	2,157	16	1,904	16	1,963	27	1,222	21	1,196	14	1,244	13	1,253	24	1,944	20,120
64	36th and Market sts.....	5	1,012	1	920	4	995	5	978	12	1,013	11	973	12	1,001	16	880	6	1,024	1	954	8	964	8	1,022	11,775
142	44th and Sansom sts.....	.....	386	.....	257	.....	322	2	371	.....	358	5	358	5	358	2	211	.....	223	1	326	.....	320	2	341	3,823
216	43d st. and Woodland ave.....	3	591	1	625	2	822	5	778	5	825	5	655	3	656	2	381	3	362	4	688	.....	744	2	834	7,998
241	52d st. and Baltimore ave.....	.....	219	.....	352	.....	384	1	367	.....	421	1	383	.....	400	1	395	.....	366	.....	396	.....	411	.....	423	4,450

*Showing the number of Calls from each box in the Police Signal and Telephone System during the Year 1893.
Patrol No. 2. Twenty-first Police District—Continued.*

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
242	42d and Market sts.....	3	1,093	6	895	3	988	6	915	6	877	1	.....	1	323	8	849	7	912	9	1,042	7	1,031	12	1,106	10,095
243	49th st. and Woodland ave....	5	842	2	775	8	834	5	700	8	849	5	828	16	855	8	687	9	786	18	826	4	827	8	898	9,798
312	60th st. and Hazel ave.....	1	623	.....	629	4	717	2	737	5	765	5	727	5	781	1	635	.....	675	.....	786	1	722	3	779	8,553
321	58th st. and Woodland ave....	2	835	.....	724	8	821	2	561	1	659	.....	559	.....	558	3	489	.....	555	1	635	.....	608	1	669	7,686
323	63d st. and Woodland ave....	.....	592	.....	588	1	636	.....	628	2	665	.....	544	1	534	.....	456	.....	467	.....	616	.....	606	1	642	7,029
413	48th and Market sts.....	1	330	.....	285	2	329	5	335	1	389	.....	421	1	382	1	230	5	272	2	330	3	332	2	343	4,002
512	72d st. and Woodland ave....	3	1,995	2	1,550	.....	1,618	2	1,697	1	1,763	2	1,516	1	1,583	3	1,301	3	1,517	2	1,677	.....	1,649	1	791	18,287
522	Grays lane & Baltimore ave....	.....	430	.....	352	2	431	1	390	.....	397	2	399	1	428	6	349	.....	418	.....	429	2	492	1	454	4,984
51	Centennial Bank.....	14	186	7	168	5	186	13	130	12	186	9	180	15	186	11	156	10	174	10	173	4	180	15	186	2,226
23	University Library.....	.....	372	.....	336	.....	372	.....	360	.....	372	.....	360	.....	372	.....	336	.....	348	1	351	.....	360	.....	372	4,311
	Local Calls.....	47	.....	26	.....	55	.....	46	.....	58	.....	56	.....	67	.....	65	.....	66	.....	48	.....	56	.....	44	.....	634
	Firear.....	5	.....	3	.....	3	.....	2	.....	3	.....	3	.....	2	.....	5	.....	4	.....	.....	.....	5	.....	5	.....	40
	Total.....	119	20,367	82	18,721	141	20,798	141	20,004	160	21,636	164	18,945	182	19,838	198	16,258	174	17,698	141	19,835	145	20,070	169	21,229	237,200

AUGUSTUS SIMPSON,
 EDW. J. DONNAGHA,
 JAS. C. FITE.

Operators.

*Showing the number of calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 3. Sixteenth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Sept'ber.		October.		November.		Dec'ber.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
23	42d st. and Lancaster ave.....	2	797	1	669	8	1,001	6	935	8	1,098	10	797	5	682	5	724	8	859	3	855	12	1,081	3	1,168	10,690
25	31st st. and Powelton ave.....	2	445	.....	395	1	365	4	427	2	459	3	339	5	438	4	452	4	481	1	442	4	425	1	455	5,107
27	36th st. and Lancaster ave....	2	1,479	3	1,359	3	1,554	3	1,471	7	1,548	8	1,456	5	1,374	13	1,428	12	1,330	6	1,539	4	1,449	7	1,478	17,538
32	44th st. and Lancaster ave.....	6	1,022	7	899	2	1,128	4	984	7	990	13	1,041	11	951	13	951	18	920	9	805	9	1,081	5	1,128	12,018
62	41st st. and Penna. R. R.....	2	1,151	2	976	1	1,206	5	1,181	9	1,179	4	1,157	9	968	10	1,018	17	1,183	12	1,256	2	1,170	6	1,170	13,640
132	P. R. R. D. 32d & Market st..	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	1	.....	1	.....	1	.....	1	.....	.....	.....	11
152	30th and Arch streets.....	3	.....	8	.....	1	.....	1	.....	.....	.....	2	2	1	.....	5	.....	8	.....	2	.....	2	.....	4	.....	89
212	32d & Market streets.....	8	510	7	453	9	467	13	496	14	512	9	497	9	501	18	501	5	509	9	513	13	482	7	547	6,114
214	39th and Market streets.....	4	601	4	563	10	646	6	597	6	657	10	614	10	575	13	568	7	612	14	631	7	597	9	686	7,447
216	37th and Aspen streets.....	1	841	.....	660	.....	937	3	903	4	920	6	878	11	817	9	824	11	901	8	948	1	891	2	929	10,505
222	Union and Parrish streets.....	.....	512	2	441	3	456	3	493	3	502	2	455	3	453	4	509	4	492	4	510	2	486	3	509	5,911
234	32d and Rockland streets.....	2	500	4	447	7	496	1	488	8	509	5	475	5	508	10	493	8	476	18	504	6	373	8	510	5,863
422	36th and Rockland streets.....	2	1,041	1	919	8	1,072	6	1,014	6	982	4	998	7	926	10	965	9	1,119	15	1,064	11	990	5	1,097	12,271
431	Haverford and Holley sts.....	5	946	4	896	5	977	4	917	6	943	4	897	8	916	9	957	11	921	7	950	5	875	6	954	11,203
	Total.....	40	9,845	38	8,682	60	10,338	59	9,906	80	10,239	80	9,606	93	9,139	124	9,832	118	9,756	109	10,017	79	9,800	66	10,631	118,347

JAMES L. WILSON,
 LORENZO M. DU BOIS,
 J. SPEAKMAN HOAGLAND,

} Operators.

*Showing the Number of Calls from each Box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 4: Second Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
14	13th and Bainbridge sts.....	12	1,094	13	1,072	32	1,189	34	1,148	32	1,189	36	1,149	34	1,181	34	1,187	30	1,148	40	1,185	31	1,154	29	1,208	14,261
16	Broad and Washington ave...	5	779	5	700	6	776	10	753	7	776	7	763	6	775	13	775	16	761	9	783	8	759	8	781	9,260
45	11th st. and Washington ave..	2	779	4	704	8	776	9	765	11	779	11	764	15	781	13	788	10	760	7	777	7	755	7	779	9,281
46	11th and Catharine sts.....	11	780	22	708	13	778	23	753	19	779	14	769	17	781	23	779	22	764	13	781	9	757	15	781	9,877
51	Charles and Bainbridge sts...	33	785	28	715	54	787	66	760	66	791	77	760	65	786	64	787	59	768	75	786	47	763	73	764	9,959
52	6th and Catharine sts.....	14	1,561	16	1,406	27	1,554	17	1,502	34	1,551	20	1,503	23	1,550	19	1,553	27	1,502	23	1,554	19	1,507	20	1,551	18,553
53	Passyunk & Washington aves	15	1,198	11	1,071	8	1,195	23	1,150	12	1,191	19	1,154	14	1,188	13	1,176	9	1,145	18	1,189	16	1,153	18	1,199	14,185
54	4th st. and Washington ave..	2	408	4	360	.....	399	11	388	8	386	12	386	5	393	12	392	7	377	7	398	8	381	6	386	4,786
55	4th and Christian sts.....	7	1,488	3	1,427	4	1,576	3	1,525	10	1,585	8	1,522	5	1,579	9	1,552	11	1,527	2	1,581	4	1,521	6	1,589	18,574
61	9th and Christian sts.....	9	1,203	14	1,073	16	1,184	36	1,151	51	1,195	24	1,153	32	1,203	34	1,194	22	1,147	23	1,192	20	1,148	39	1,206	14,869
62	7th and Bainbridge sts.....	50	1,212	43	1,084	57	1,206	57	1,159	72	1,199	57	1,161	46	1,194	61	1,219	63	1,154	62	1,195	59	1,163	44	1,210	14,827
63	Front and Bainbridge sts.....	7	799	8	719	12	798	12	771	15	793	11	770	23	791	10	798	19	765	20	793	16	770	20	800	9,585
64	Swanson and Christian sts...	10	1,210	4	1,083	9	1,211	7	1,170	8	1,200	9	1,165	8	1,209	6	1,200	2	1,157	2	1,201	10	1,165	8	1,214	14,203
	Total.....	177	13,296	175	12,117	246	13,424	303	12,985	340	13,414	305	12,979	293	13,411	311	13,430	297	12,945	301	13,415	254	12,996	298	13,468	161,180

GEORGE B. ZANE,
 CHARLES S. POPE,
 WILLIAM ORR,

} Operators.

Showing the number of Calls from each box in the Police Signal and Telephone System, during the Year 1893.
Patrol No. 5. Nineteenth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemr.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
24	9th and Locust st.....	7	1,105	14	1,040	22	1,141	18	1,189	19	1,186	15	1,108	13	1,087	22	1,164	18	1,122	17	1,149	18	1,187	19	1,199	18,774
53	Sansom below 8th st.....	25	1,212	14	1,089	21	886	14	967	19	1,090	17	1,010	14	957	14	901	15	1,072	18	1,140	18	1,083	21	1,117	12,679
121	Juniper and Bodman st.....	5	1,379	4	1,189	8	1,299	8	1,301	7	1,273	22	1,290	4	1,256	11	1,155	8	1,111	10	1,198	8	1,112	10	1,190	14,788
134	10th below Rodman st.....	1	1,196	.....	1,101	1	1,139	.....	1,314	2	1,254	1	1,039	4	1,075	4	1,116	1	1,110	2	1,127	.....	1,110	1	1,178	13,771
143	11th below Pine st.....	13	814	11	727	15	822	20	767	18	1,024	21	1,178	26	1,203	13	1,253	9	1,159	17	1,191	14	1,147	12	1,186	12,645
231	11th and Locust st.....	13	1,746	9	1,582	13	1,645	17	1,768	16	1,684	14	1,778	15	1,508	14	1,796	20	1,699	19	1,789	17	1,664	18	1,791	20,625
252	11th and Sansom st.....	6	1,414	15	1,290	9	1,498	10	1,434	9	1,593	11	1,447	10	1,497	6	1,442	11	1,646	17	1,669	22	1,579	20	1,701	18,461
512	S. W. N't B'y, Broad ab South.....	.....	439	.....	401	.....	441	.....	422	.....	437	.....	401	.....	433	.....	406	.....	381	.....	422	.....	426	.....	405	5,064
	Total.....	70	9,355	67	8,369	84	8,966	87	9,092	90	9,541	101	9,236	86	9,016	84	9,233	82	9,300	100	9,680	87	9,268	101	9,762	111,747

JAMES M. BOYD,
JOHN LYNCH,
MATTHEW B. BLACK,

Operators.

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 5. Fifth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Sept'ber.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
23	18th and Lombard sts.....	15	920	10	756	9	871	12	844	17	917	11	861	7	1,086	16	1,235	19	1,274	17	1,337	22	1,284	18	1,384	12,982
25	17th and Pine sts.....	6	819	9	773	7	848	10	849	11	877	14	867	7	791	14	906	17	890	13	919	14	871	5	920	10,457
63	19th and Sansom sts.....	2	1,181	4	1,098	3	1,209	2	1,147	3	1,209	4	1,185	3	1,168	6	1,226	6	1,279	4	1,243	2	1,155	2	1,292	14,433
124	Broad and South sts.....	5	1,845	8	1,097	11	1,293	5	1,099	4	1,239	6	1,180	13	1,280	4	1,184	6	1,284	6	1,249	11	1,203	7	1,327	14,811
141	Kerr and Lombard sts.....	6	1,257	19	1,229	7	1,265	9	1,229	12	1,276	12	1,178	9	986	10	833	11	866	14	900	14	849	14	940	12,940
142	15th and Brighton sts.....	5	1,462	8	1,348	8	1,541	12	1,508	7	1,594	8	1,576	8	1,531	11	1,646	14	1,692	14	1,719	10	1,587	26	1,660	18,995
241	22d and Pine sts.....	9	886	7	783	5	866	5	829	3	837	2	790	.....	821	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,832
314	Barnwell and South sts.....	1	781	3	711	4	808	2	766	5	825	6	808	1	742	2	768	2	766	3	806	3	753	2	838	9,421
324	Cope and Sansom sts.....	7	1,381	4	1,281	7	1,430	5	1,278	12	1,441	9	1,304	4	1,250	12	1,251	11	1,391	7	1,358	12	1,316	15	1,450	16,236
332	21st and Spruce sts.....	2	708	3	635	2	714	3	692	4	723	4	681	3	685	9	710	8	722	12	784	8	713	15	926	8,776
342	25th and Spruce sts.....	2	1,176	2	1,066	3	1,199	5	1,159	2	803	8	1,095	3	985	6	875	3	1,033	6	1,229	5	1,152	5	1,281	13,150
414	20th and Locust sts.....	6	1,196	5	1,095	2	1,206	8	1,210	4	1,201	7	1,079	12	1,207	8	1,166	6	1,158	10	1,262	8	1,200	6	1,322	14,384
423	26th and Lombard sts.....	5	441	2	333	7	465	5	539	7	463	2	412	5	553	3	424	6	492	2	428	3	417	3	466	5,498
233	Union League.....	.....	.....	.....	4	.....	.....	.....	3	1	8	.....	3	.....	.....	.....	.....	1	8	.....	.....	.....	.....	4	32	.....
71	Academy of Music.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....		71	13,553	79	12,288	75	13,705	83	13,172	92	13,418	98	12,999	75	12,585	101	12,224	110	12,815	108	13,241	112	12,500	118	13,890	157,937

WM. H. IRWIN,
FRANK M. EVANS,
WM. W. CRAIG, } Operators.

*Showing the Number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 6. First Police District.*

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
31	19th and Carpenter sts.....																							1	296	297
32	23d and Carpenter sts.....																							1	244	245
121	22d and Webster sts.....	6	855	2	750	11	852	8	785	9	823	5	825	6	872	2	862	15	808	5	813	4	805	5	829	9,958
122	25th and Christian sts.....	21	1,132	16	1,480	18	1,167	10	1,181	18	1,190	20	1,127	18	1,065	14	1,162	12	1,126	17	1,121	6	1,130	14	1,167	14,232
123	16th and Bainbridge sts.....	13	1,220	11	1,058	8	1,178	11	1,770	14	1,156	25	1,148	18	1,097	19	1,166	21	1,117	13	1,136	20	1,118	17	1,151	13,890
125	17th and Christian sts.....	4	852	8	755	5	845	5	795	12	825	12	816	7	860	8	840	17	825	8	805	9	820	10	861	10,004
134	Sutherland ave. & Catharine	6	1,235	2	1,027	5	852	3	786	9	820	4	821	6	851	4	861	4	810	6	820	4	810	3	852	10,601
212	29th and Alter sts.....																									4,196
213	Broad and Catharine sts.....	5	1,205	7	1,042	8	1,148	9	1,175	4	1,188	9	1,140	4	1,105	18	1,140	14	1,125	8	1,120	7	1,120	5	1,138	13,759
214	24th and Bainbridge sts.....																									4,243
243	21st and Kater sts.....	1	1,212	8	1,069	2	1,169	2	1,151	3	1,198	7	1,117	3	1,089	3	894	9	1,119	2	1,147	3	1,104	3	1,112	13,422
331	18th and Bainbridge sts.....	14	861	5	746	14	855	12	782	8	813	11	810	11	830	13	840	10	820	10	832	11	807	9	816	9,940
	Local—Station House.....	4	872	10	855	9	847	19	793	20	822	15	802	9	819	11	817	16	798	13	813	12	778	10	770	9,934
	Total.....	74	9,444	67	9,261	90	9,709	84	9,396	106	9,626	123	9,402	88	9,368	97	9,354	135	9,315	98	9,406	86	9,273	88	10,011	114,701

THOS. J. CHADWICK,
ROBT. J. BELL,
THOMAS NEWMAN,
} Operators.

*Showing the number of Calls from each Box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 6. Seventeenth Police District*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
52	Pt. Breezeav. & Dickinson st.	7	1,712	9	1,649	13	1,625	11	1,521	16	1,761	28	1,598	12	1,681	24	1,635	18	1,694	20	1,892	13	1,778	17	1,981	20,665
124	28th and Federal streets.....	9	1,206	4	1,054	12	1,171	14	1,136	14	1,186	14	897	7	953	11	901	11	1,103	13	1,190	8	1,133	12	1,192	13,256
126	20th and Morris streets.....	8	791	6	692	11	783	10	767	9	777	15	751	10	784	10	802	12	768	8	777	2	731	8	780	9,287
132	11th and Federal streets.....	7	794	6	714	12	824	11	780	14	792	17	767	9	777	13	757	9	772	9	811	12	747	14	815	9,483
133	33d and Wharton streets.....	2	732	6	709	6	827	5	768	2	801	5	738	5	796	6	807	10	776	5	800	11	747	5	789	9,358
135	13th and Moore streets.....	3	944	4	852	6	938	5	826	7	1,054	4	812	5	800	8	774	3	818	5	1,052	8	942	7	994	10,871
143	18th and Passyunk avenue.....	.....	515	.....	543	3	613	4	600	4	620	6	581	4	574	4	596	2	576	2	588	3	532	2	557	6,893
144	13th and Reed streets.....	4	1,131	10	1,380	17	1,511	12	1,501	8	1,643	18	1,818	14	1,765	13	1,869	18	1,816	9	1,964	9	1,868	16	1,971	20,585
215	28th and Federal streets.....	2	776	6	708	7	782	9	749	8	782	13	754	13	802	13	783	10	757	6	778	11	785	15	772	9,291
222	Mole and Moore streets.....	5	1,074	4	1,037	9	1,138	6	1,112	14	1,146	4	1,065	7	1,119	12	1,164	10	1,126	4	1,179	9	1,113	6	1,180	13,593
234	17th and Afon streets.....	.....	591	3	528	8	594	10	565	13	599	14	573	18	854	11	604	6	572	16	598	12	548	16	616	7,105
251	17th and Dickinson streets..	5	945	8	851	10	964	12	931	16	956	13	931	15	942	12	966	15	933	14	968	10	914	20	971	11,422
342	36th and Gray's Ferry road..	1	120	2	363	1	403	.....	384	2	403	3	388	6	394	4	397	2	394	4	405	3	386	2	403	4,470
S.H	20th and Federal streets.....	27	927	18	989	21	1,189	19	1,101	16	1,138	27	1,081	25	833	29	1,008	29	948	23	1,147	26	1,084	22	1,132	12,844
S.S.	28th and Passyunk avenue...	1	537	5	645	6	711	2	696	2	713	6	682	9	682	4	688	4	732	5	775	1	740	8	750	8,414
	Total.....	76	12,995	91	12,714	142	14,073	130	13,427	151	14,371	187	13,436	159	13,436	174	13,761	159	18,770	148	14,894	138	13,998	170	14,858	167,503

} Operators.
WILLIAM PRIOR,
JAMES J. IFE,
CHARLES BLACK,

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 7. Twenty-fifth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
12	Lancaster and Wharton st....	.....	422	2	376	1	417	1	879	1	348	3	373	3	406	4	325	1	402	4	332	3	353	2	411	4,569
17	Martin's Village-Weecoe av .....	.....	333	2	283	1	333	4	285	1	329	1	210	2	353	1	307	2	236	.....	341	2	336	7	376	3,745
33	7th and Dudley street.....	4	780	14	685	5	745	9	752	16	769	11	737	13	770	4	688	6	716	12	769	7	737	8	793	9,050
34	13th and Jackson street.....	4	1,033	10	1,060	14	1,217	8	1,161	7	1,232	21	1,158	14	1,177	10	1,127	11	989	11	1,193	4	1,072	14	1,217	13,751
35	6th and Dickinson street.....	8	1,092	5	1,058	9	1,133	7	1,174	6	1,153	9	864	8	1,110	8	1,038	9	1,085	12	1,143	11	1,131	8	1,203	13,344
36	Olsego and Moore street.....	3	786	3	680	8	760	4	748	7	744	12	570	11	628	15	539	6	616	5	632	16	680	5	749	8,277
37	2d and McClellan street.....	10	1,079	9	1,041	6	1,118	10	1,134	10	1,129	13	935	17	988	16	853	8	1,109	8	1,167	9	1,133	16	1,187	13,005
41	5th and Mifflin street.....	4	995	7	1,032	10	1,130	13	1,108	6	1,148	13	1,032	16	1,021	6	913	16	1,060	11	1,142	8	1,141	9	1,193	13,084
42	4th and Morris street.....	1	461	1	341	.....	355	3	370	.....	336	.....	353	.....	352	1	317	3	330	.....	330	2	365	1	401	4,403
43	9th and Mifflin street.....	12	1,540	8	1,510	11	1,807	19	1,738	11	1,778	20	1,659	15	1,623	13	1,504	24	1,578	11	1,961	13	1,890	12	2,008	20,865
44	7th and Wharton street.....	2	895	4	1,033	4	1,166	4	1,081	7	1,036	5	893	8	1,030	6	1,021	7	1,106	4	1,184	5	1,122	2	1,194	12,879
122	Reed street wharf	2	754	5	656	2	724	1	736	4	663	3	703	8	761	5	684	8	689	6	711	3	704	6	792	8,335
142	Weecoe av. & Penna. R. R. ....	.....	362	1	331	.....	377	1	397	3	333	1	314	2	329	1	327	.....	408	1	337	3	351	3	337	4,319
143	Stone House la. & Penna. R.R.	2	436	.....	447	.....	506	.....	462	1	334	1	315	1	475	.....	391	2	475	3	478	2	429	2	436	5,248

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 7. Twenty-fifth Police District—Continued.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		Novemb'r.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
144	Broad street and Oregon ave.	2	1,612	1	1,673	4	1,906	3	1,791	3	1,847	2	1,825	7	1,708	8	1,658	4	1,640	3	1,795	1	1,605	4	1,875	20,677
281	4th and Wharton street.....	.....	443	1	387	1	426	1	398	1	421	.....	409	1	427	2	356	1	331	1	405	1	391	.....	408	4,812
322	Commercial and Snyder ayes	.....	394	.....	358	.....	403	.....	377	1	283	2	242	2	404	1	375	1	353	1	402	1	383	2	404	4,389
	Sub-station, 1028-30 Taylor st	71	1,889	68	1,703	65	1,985	84	1,866	76	1,881	69	1,797	75	1,762	95	1,697	76	1,760	72	1,848	50	1,825	57	1,953	22,764
	Main-station, 1507-09 Moya- mensing ave.....	19	612	12	706	6	753	9	720	15	754	15	495	10	552	6	563	12	762	8	811	8	770	15	806	8,430
	Prison, Passyunk ave. above Dickinson street.....	1	263	.....	203	.....	208	.....	284	.....	236	.....	234	.....	236	.....	200	1	253	.....	326	.....	252	.....	230	2,927
	Total	145	16,281	153	15,665	147	17,549	186	16,946	176	16,809	201	14,818	213	16,172	202	14,883	198	15,898	173	17,847	149	16,670	178	18,022	199,176

WM. B. MACTAGUE,
RICHARD H. O'DONNELL,
A. R. CALHOUN.

Operators.

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 8. Twenty-eighth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septem. r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
25	Taylor st. & Montgomery av.	445	524	1	524	3	556	2	464	434	2	398	4	357	3	365	2	438	2	453	3	440	8	493	5,387	
26	Lambert and Norris street....	621	610	.....	610	.....	710	.....	594	1	590	.....	562	.....	518	.....	519	.....	546	1	539	.....	575	.....	668	7,104
27	Seventeenth and Page street.	5	564	3	584	2	649	.....	571	1	607	4	567	1	579	3	588	5	561	2	596	.....	580	.....	615	7,187
31	Gatz and Berks street.....	605	566	.....	566	.....	611	.....	586	.....	560	.....	532	.....	552	1	547	.....	521	.....	549	.....	540	1	570	8,691
32	Croskey and Berks street.....	484	455	.....	455	.....	481	.....	433	403	.....	351	.....	333	.....	336	.....	399	.....	431	.....	428	.....	427	4,961	
33	Twenty-seventh & Ridge ave	8	989	3	985	2	1,121	5	1,064	3	1,111	9	826	11	739	7	760	6	972	7	1,111	6	1,121	6	1,119	12,091
36	Twenty-ninth & Edgely st....	4	1,086	5	1,088	10	1,171	8	1,152	9	1,177	8	1,077	9	1,113	15	1,069	14	1,126	11	1,131	7	1,140	11	1,192	13,583
151	Fifteenth and Berks streets...	2	725	2	647	8	712	3	691	2	718	6	682	.....	718	3	721	3	694	8	710	1	716	3	719	8,484
152	Twelfth and Berks street.....	4	1,203	2	999	3	1,134	2	1,130	5	1,172	2	1,092	2	1,123	4	1,148	5	1,107	4	1,123	3	1,132	2	1,148	13,549
315	Canac and Diamond street....	.....	1,002	3	1,002	5	1,168	2	1,102	7	1,097	3	1,014	3	819	6	843	5	947	5	1,094	7	1,081	3	1,034	11,250
322	Gatz and Susquehanna ave.	.....	629	1	629	.....	732	.....	705	2	730	1	693	2	734	1	725	3	694	1	719	2	680	2	741	7,797
	Total.....	23	6,922	20	8,039	28	9,045	22	8,442	30	8,599	35	7,789	32	7,585	43	7,621	43	8,005	36	8,506	29	8,433	31	8,726	98,084

WM. B. HARING,
GEO. W. JONES,
THEO. H. TWESTEN,

Operators.

Showing the Number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No 8. Twenty-second Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septembr.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
34	Ridge ave. and Dauphin sts..	8	825	3	723	4	824	6	798	5	780	2	726	8	831	4	718	6	802	5	806	6	783	4	868	9,535
35	27th and Susquehanna ave...	3	591	5	490	8	527	9	514	11	580	7	523	13	538	5	572	8	581	8	558	6	580	9	682	6,854
37	28th and York sts.....	10	322	3	287	7	339	8	820	9	401	11	390	15	415	7	421	8	441	6	403	6	348	7	372	4,556
41	23d and Huntington sts.....	3	303	3	267	5	354	4	843	7	397	12	400	12	408	2	400	3	413	5	372	4	349	3	302	4,431
42	20th and Susquehanna ave..	2	613	2	666	4	783	6	748	8	756	3	687	9	785	2	768	2	783	2	775	2	725	2	716	8,849
43	18th and York sts.....	2	1,032	2	1,040	3	1,071	4	1,044	6	1,033	1	1,031	9	1,068	2	1,042	5	1,061	1	1,054	2	1,015	2	1,085	12,520
44	22d and Clearfield sts.....	1	313	1	336	4	466	2	424	2	472	6	462	5	476	5	481	6	485	6	475	7	464	5	527	5,471
45	German town ave. & Cayuga..	1	293	0	353	7	524	5	409	9	481	8	401	12	528	2	415	2	441	4	403	4	462	3	465	5,190
141	20th and Tioga sts.....	2	193	2	734	5	818	7	783	11	810	7	797	9	821	3	843	2	852	1	837	7	752	9	981	9,766
142	16th and Indiana ave.....	2	358	2	843	6	443	4	429	7	450	3	438	6	463	2	470	4	472	1	465	3	486	3	406	5,276
143	16th and Dauphin sts.....	4	1,042	2	1,086	4	1,189	9	1,128	10	1,138	9	1,135	10	1,188	6	1,216	6	1,221	5	1,209	5	1,165	8	1,209	13,954
221	12th and Susquehanna ave...	4	756	2	680	7	794	8	744	5	753	13	768	12	781	8	779	6	780	8	775	8	752	7	868	9,298
223	9th and Dauphin sts.....	5	746	3	672	4	782	5	744	9	771	8	772	10	783	4	768	11	782	8	775	7	714	6	837	9,226

Showing the Number of Calls from each box in the Police and Signal Telephone System, during the year 1893—Continued.
Patrol No 8. Twenty-second Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
224	10th and Cumberland sts.....	1	961	2	1,037	3	1,169	3	1,166	7	1,172	4	1,170	6	1,189	8	1,181	4	1,181	1	1,178	2	1,068	3	1,240	13,741
231	German town & Indiana aves.....	1	732	3	757	4	908	2	835	6	841	6	838	4	902	2	856	5	839	1	899	3	870	3	716	10,083
232	Broad and Erie ave.....	2	593	2	660	2	749	2	710	3	763	1	761	5	826	3	876	8	886	6	930	7	732	5	713	9,235
233	20th and Nicetown lane.....	2	189	2	239	5	337	4	297	8	342	9	299	4	411	2	408	2	410	1	361	1	377	4	496	4,210
7	German town ave. and Green.....																									
	Total.....	53	10,362	39	10,325	82	12,037	86	11,487	123	11,835	110	11,596	149	12,463	62	12,254	88	12,460	69	12,275	80	11,642	83	12,523	142,325

E. S. READ,
H. GEKLER,
T. WELSH,

Operators.

*Showing the Number of Calls from each Box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 9. Twenty-third Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
12	22d St. and N. College Ave.....		1,092	2	1,019	1	1,115	8	780	1	459	2	291	1	411		259		667		741	2	708	2	781	8,287
13	24th and Wright streets.....	5	1,123	5	1,024	6	1,170	1	971	3	779	6	669		704	8	629	6	768	4	824	2	725	3	765	10,196
17	Ridge and Girard avenues....	8	1,184	6	1,086	5	1,184	4	1,132	9	1,181	9	869	7	922	11	745	6	1,099	8	1,309	12	1,301	13	1,331	13,391
18	18th and Seybert streets.....	3	1,248	3	1,029	4	1,138	1	1,113	6	1,187	1	1,105	2	1,176	4	1,157	5	1,135	4	1,211	3	1,121	8	1,216	13,935
21	23d and Columbia avenue.....	11	1,702	9	1,691	16	1,814	12	1,497	12	1,418	14	1,221	20	1,292	17	1,100	10	1,469	23	1,764	11	1,756	17	1,812	18,703
22	25th and Redner streets.....	2	237	1	243	1	284		353	1	667		583	3	581		593		638	1	713		673		709	6,283
23	27th and Jefferson streets.....	3	1,143	1	1,027	2	1,158	3	942	6	771	7	749	11	723	5	725	6	829	5	898	4	895	3	862	10,773
24	31st and Girard avenue.....	7	800	3	695	8	732	3	777	6	803	4	757	8	772	7	753	7	768	6	800	3	752	10	803	9,339
26	26th and Girard avenue.....	6	776	5	637	2	731	4	736	2	777	7	747	6	736	3	638	5	768	4	783	2	724	8	803	9,010
34	19th and Oxford streets.....	5	852	4	1,035	5	1,198	3	1,089	4	1,186	1	1,139	1	1,127	1	1,016	2	1,138	1	1,190	2	1,103	2	1,172	13,276
37	29th and Columbia avenue.....																							2	12	14
41	Bouvier and Montgomery av.....																							1	225	225
131	Northwestern Bank.....	186		166		136		180		186		190		186		196		190		186		190		186		2,188

*Showing the Number of Calls from each Box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 9. Twenty-third Police District—Continued.*

Number of Box.	Location.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
132	Carlisle and Stiles streets.....	5	1,218	6	1,055	3	1,190	4	1,152	4	1,188	2	1,159	5	1,130	6	1,100	5	1,180	8	1,160	3	1,122	2	1,179	13,886
133	Carlisle and Columbia ave.....	10	1,357	8	1,018	6	1,182	7	997	11	798	8	755	6	787	11	749	3	753	9	793	4	724	6	786	10,788
134	Willington and Oxford sta....	4	890	4	694	3	789	1	787	2	796	3	769	6	769	4	781	5	784	2	813	6	769	8	775	9,464
135	33d and Columbia avenue.....	2	730	1	682	2	767	4	745	2	780	1	685	5	746	6	740	6	751	5	778	.....	721	1	766	8,926
141	31st and Jefferson streets.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	210	210
242	Montgomery and Woodstock	1	508	.....	349	1	421	1	422	1	318	1	193	1	254	1	285	3	349	3	409	2	388	3	446	4,355
322	26th and Nicholas streets.....	.....	405	4	363	7	416	1	517	3	820	3	774	10	825	3	723	2	772	.....	827	1	771	5	814	8,066
323	28th and Mt. Pleasant.....	2	748	4	701	6	764	6	624	2	666	3	399	1	445	4	451	4	455	3	793	2	743	1	669	7,496
	Total.....	74	16,199	66	14,514	78	16,339	58	14,764	75	14,775	72	13,044	98	13,686	86	12,630	76	14,503	86	15,992	59	15,171	95	16,328	178,812

G.M.O. B. SESINGER,
 W.M. BABE, JR.,
 AMOS REEDER,

} Operators.

Showing the number of calls from each box in the Police Signal and Telephone System, during the year 1893. Patrol No. 10. Thirtieth Police District.

Number of Box.	LOCATION.	Septe'ber.		October.		Nove'ber.		Dece'ber.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
51	Somerset and Palethorp sts.	7	517	7	527	12	490	10	482	2,052
52	Somerset and Orkney sts.....	9	520	6	528	9	487	8	490	2,052
58	Kensington ave and C st.....	15	520	6	520	6	498	2	527	2,089
123	Fifth st. and Indiana ave.....	7	516	4	510	2	498	6	523	2,066
124	Howard and Cambria st.....	8	514	2	508	3	496	.....	528	2,054
Total.....		41	2,587	25	2,588	32	2,464	26	2,550	10,313

GEO. W. GENTEL,
 SAMUEL G. STEPHENS,
 MADISON CROASDALE, } *Operators.*

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 10. Twenty-fourth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septem ^r .		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
42	Richmond & Allegheny ave....	1	580	2	530	2	534	1	576	4	532	3	579	3	546	2	574	2	540	3	537	.....	562	3	578	6,814
43	Richmond and Tioga sts.....	.....	495	2	490	1	491	.....	493	2	494	1	486	4	467	1	492	2	491	1	457	2	459	2	485	5,768
44	Tioga and Waterloo sts.....	2	390	2	356	1	394	1	375	6	390	7	388	3	380	2	390	3	382	1	364	1	371	2	392	4,603
45	Allegheny ave. and Jasper st.	1	394	1	390	2	391	9	386	3	396	2	388	1	382	1	389	5	394	3	397	2	379	4	387	4,697
46	Kensington ave. & Tioga st....	1	504	2	475	1	507	4	498	6	504	3	496	2	500	4	480	6	486	3	472	3	479	9	479	5,924
51	Somerset and Palethorp sts....	7	602	2	585	5	600	5	595	11	601	5	599	6	597	4	583	.....	.....	.....	.....	.....	.....	.....	.....	4,807
52	Somerset and Orkney sts.....	2	606	1	590	4	608	7	600	3	607	4	603	4	611	3	594	.....	.....	.....	.....	.....	.....	.....	.....	4,847
53	Kensington ave and C st.....	7	701	5	688	4	696	10	671	5	690	5	676	5	682	4	700	.....	.....	.....	.....	.....	.....	.....	.....	5,559
54	Somerset and Gaul sts.....	.....	410	.....	409	.....	415	.....	404	2	418	.....	414	1	402	1	420	.....	417	.....	415	.....	401	.....	415	4,944
55	Richmond and William sts....	4	465	5	458	5	468	9	450	10	466	6	458	5	467	9	452	8	460	6	460	9	454	9	470	5,603
123	Fifth st. and Indiana ave.....	3	572	10	552	6	571	3	565	9	576	3	564	5	574	7	561	.....	.....	.....	.....	.....	.....	.....	.....	4,591
124	Howard and Cambria sts.....	1	554	1	549	2	556	3	558	6	550	6	558	6	567	3	564	.....	.....	.....	.....	.....	.....	.....	.....	4,494
125	Frankford road and Erie av....	1	555	3	551	1	560	1	547	.....	558	.....	546	.....	550	1	516	1	559	.....	552	.....	554	.....	552	6,638
131	Lehigh ave. & Thompson st....	.....	502	.....	494	1	506	.....	499	.....	507	3	504	1	500	.....	498	.....	510	1	502	.....	499	3	499	6,029
241	Trenton ave. and Auburn st....	1	558	2	538	4	549	5	551	2	554	2	548	2	547	3	553	3	542	3	537	.....	550	.....	540	6,589
33	Frank'd rd. & Wheatsheaf la....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	.....	502	1	512	1	500	.....	497	2,017
	Total	31	7,898	38	7,625	39	7,896	58	7,758	69	7,903	50	7,802	50	7,772	47	7,786	30	5,283	22	5,215	18	5,208	32	5,294	83,924

} Operators.
JAMES CUMMINGS,
JOHN J. KRIMMEL,
JAMES TRINDLE.

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 11. Ninth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
4	26th and Perot street.....	.....	1,211	1	1,182	1	1,215	1	1,190	2	1,217	1	1,194	2	1,196	3	1,208	4	1,176	2	1,218	.....	1,186	8	1,214	14,372
5	Taney and Poplar street.....	2	702	2	520	1	709	2	687	3	713	2	687	1	722	2	708	.....	699	.....	801	3	727	.....	802	8,410
6	Corinthian & Fairmount ave	1	1,596	2	1,399	6	1,619	2	1,548	4	1,617	5	1,549	3	1,602	4	1,602	4	1,520	3	1,612	.....	1,598	3	1,594	18,893
7	15th and Wood street.....	8	1,037	8	936	5	1,053	11	1,003	8	1,102	11	1,007	12	979	8	992	10	1,001	10	1,021	16	1,020	9	1,028	12,285
8	16th and Buttonwood street..	2	1,441	.....	1,252	1	1,462	7	1,384	8	1,460	4	1,390	4	1,372	4	1,390	3	1,317	3	1,467	5	1,400	2	1,479	16,852
9	15th and Fairmount avenue..	16	1,542	14	1,412	8	1,540	15	1,499	8	1,552	19	1,487	25	1,520	19	1,522	22	1,496	20	1,562	20	1,498	16	1,592	18,424
12	19th and Fairmount avenue..	5	2,301	6	2,103	4	2,316	2	2,270	4	2,317	5	2,243	5	2,316	9	2,312	6	2,276	8	2,322	6	2,279	11	2,386	27,457
13	24th and Spring Garden.....	8	1,890	9	1,610	10	1,866	10	1,772	22	1,901	12	1,782	10	1,892	12	1,900	8	1,792	11	1,903	9	1,803	11	1,908	22,181
14	21st and Hamilton street.....	17	2,295	5	2,091	16	2,296	11	2,240	19	2,307	13	2,249	26	2,296	22	2,291	13	2,292	21	2,306	17	2,206	13	2,303	27,325
15	24th and Callowhill street....	19	1,908	12	1,096	10	1,290	28	1,219	23	1,286	14	1,223	31	1,263	13	1,291	32	1,203	24	1,303	22	1,222	15	1,301	15,248
16	Ridge ave. and Ogden street..	4	2,025	6	1,901	6	2,028	5	1,993	9	2,027	6	1,992	9	2,020	7	2,018	3	1,897	7	2,032	3	1,997	9	2,017	24,112
17	Broad and Buttonwood st.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	270	1	938	1,210
25	25th and Parrish street.....	2	808	.....	699	.....	809	.....	801	1	816	1	803	1	816	5	809	1	807	.....	893	1	802	1	829	9,700
141	Broad and Hamilton street....	.....	1,106	1	1,003	1	1,062	5	928	5	1,001	.....	999	3	896	1	1,002	6	990	3	1,007	2	662	.....	.....	10,668

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 11. Ninth Police District—Continued.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
513	Keystone W. Case Factory...	.....	342	.....	322	1	341	.....	330	.....	341	.....	330	.....	341	.....	341	1	330	.....	341	.....	330	.....	341	4,032
	Local main station 23d and Brown street.....	13	526	14	427	20	496	31	429	29	516	26	597	26	520	32	508	36	509	25	507	33	602	35	590	6,742
	Local sub-station, 1723 Wood	32	307	33	267	31	318	47	408	49	379	50	376	49	420	57	397	54	320	52	322	43	346	52	427	4,831
	Local, 8th Dist. Station House	11	.....	12	.....	10	.....	12	.....	16	.....	19	.....	20	.....	15	.....	16	.....	17	.....	30	.....	12	.....	190
	Local, Central Station.....	4	.....	7	.....	6	.....	4	.....	5	.....	7	.....	5	.....	11	.....	14	.....	5	.....	10	.....	10	.....	88
	Local, fire boxes.....	1	.....	3	.....	5	.....	.....	.....	.....	.....	2	.....	1	.....	5	.....	4	.....	1	.....	2	.....	4	.....	28
	Total.....	145	20,433	130	18,170	142	20,480	188	19,641	205	20,562	197	19,876	233	20,171	229	20,276	237	19,675	207	20,617	223	19,908	207	20,699	242,848

WM. H. FRANCIS, JR.,
CHAS. H. SHAFFER,
BENJ. C. McMANUS.

Operators.

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 12. Fifteenth Police District.*

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Number of Box.	Location.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
35	Orthodox and Washington av	2	418	1	409	3	420	4	403	2	414	1	345	.....	383	.....	436	.....	328	8	437	4	433	1	442	5,101
37	Orthodox and Oakland sts....	1	423	1	402	.....	433	.....	419	.....	439	.....	338	1	334	.....	402	.....	380	.....	436	.....	409	2	341	4,386
41	Arrott st. and 50 Acre lane....	.....	313	.....	231	.....	309	.....	297	1	312	1	294	2	314	1	305	3	291	.....	312	1	303	.....	305	3,645
151	Frankford av. and Bridge st..	1	594	2	532	.....	633	2	588	3	620	1	517	4	487	8	661	2	459	2	626	2	638	3	667	7,047
152	Frankford av. & Oxford pike	6	1,113	8	937	3	1,048	12	1,065	6	1,065	9	975	10	1,082	6	1,117	12	943	6	1,136	11	1,105	9	1,135	10,189
153	Orthodox and Edmond sts....	1	566	.....	513	1	426	2	683	3	748	1	717	4	751	1	726	3	724	4	747	.....	723	2	748	8,099
212	Tacony and Bridge sts.....	2	1,172	5	1,122	3	1,224	9	1,094	6	1,098	5	1,024	5	1,085	6	1,097	7	1,069	8	1,103	6	1,070	3	1,111	13,330
213	Tacony an l Church sts.....	5	698	2	671	4	765	6	731	5	755	3	562	6	535	1	739	.....	504	2	703	2	715	2	649	9,065
214	Orthodox and Pearce sts.....	3	437	.....	399	.....	432	2	425	.....	438	1	419	3	446	.....	424	1	431	1	438	.....	419	.....	429	5,436
215	Frankford ave. and Mill st....	2	648	.....	601	.....	646	6	605	3	605	.....	552	2	595	.....	589	.....	563	1	583	1	559	.....	594	7,155
312	Tackawanna and Linden sts..	1	754	.....	688	.....	736	1	734	3	768	2	728	4	782	1	735	4	761	2	758	.....	728	2	740	8,994
313	Sellers and Adam sts.....	2	879	1	796	1	877	2	835	3	877	1	829	1	877	3	845	2	805	2	880	8	851	1	841	10,075
333	Frankford av. and Sellers st..	5	997	3	928	5	984	7	937	7	1,040	6	905	1	1,022	2	1,089	7	986	6	1,033	8	1,033	4	1,065	13,170
	Total.....	31	9,012	23	8,297	20	8,943	53	8,876	42	9,199	31	8,255	43	8,693	24	9,115	42	8,094	37	9,199	38	8,999	29	9,167	106,242

CHAS. R. SHALLCROSS,
MALCOM MURRAY,
JONATHAN WELLS,

} Operators.

*Showing the Number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 13. Eighteenth Police District.*

Number of Box.	Location.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.	
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.		
3	3d and Norris sts.....	13	1,563	14	1,417	10	1,560	19	1,519	16	1,597	19	1,549	31	1,612	26	1,607	16	1,276	26	1,328	7	1,267	13	1,315	17,820	
4	3d and Columbia ave.....	9	1,156	17	1,083	14	1,161	16	1,126	13	1,196	11	1,151	11	1,189	18	1,196	20	1,160	10	1,188	19	1,159	13	1,191	14,192	
5	6th and Columbia ave.....	5	749	4	676	2	746	2	722	5	780	6	755	4	779	5	780	5	765	7	782	5	753	8	778	9,111	
6	6th and Diamond sts.....	4	1,151	10	1,046	8	1,160	13	1,128	8	1,186	7	1,147	6	1,184	3	1,181	11	1,151	10	1,188	5	1,145	8	1,186	13,926	
27	Howard and Norris sts.....	8	131	4	148	7	159	9	163	17	176	10	164	10	169	10	169	7	551	15	914	13	857	6	905	4,617	
241	8th and York sts.....	2	1,149	3	1,039	4	1,151	5	1,145	5	1,183	6	1,146	4	1,182	3	1,181	4	1,144	2	1,180	5	1,145	2	1,180	13,870	
242	German'twn and Lehigh ave.....	744	2	674	1	745	1	745	2	762	3	778	4	764	6	781	2	777	1	751	3	778	3	753	3	778	9,005
243	Ortney and Huntingdon sts.	5	1,152	3	1,039	3	1,150	8	1,148	9	1,187	8	1,148	7	1,185	8	1,186	11	1,151	5	1,183	4	1,144	2	1,118	13,864	
312	Front and Huntingdon sts.....	15	1,162	9	1,046	12	1,169	20	1,160	15	1,193	18	1,168	24	1,202	13	1,196	19	1,459	13	1,501	15	1,455	13	1,501	15,382	
313	Front and York sts.....	13	1,563	17	1,417	11	1,561	14	1,544	20	1,601	12	1,542	25	1,606	14	1,595	14	1,544	26	1,607	16	1,546	13	1,599	18,925	
314	3d and Susquehanna ave.....	7	1,557	9	1,409	10	1,560	8	1,588	17	1,598	11	1,541	23	1,604	13	1,599	7	1,537	8	1,589	13	1,543	11	1,592	18,809	
413	Hope and Columbia ave.....	7	1,557	5	1,405	11	1,561	8	1,538	16	1,597	13	1,546	12	1,593	19	1,600	21	1,551	8	1,589	11	1,541	8	1,589	18,803	
	26th Police District.....	49	408	73	353	82	392	106	406	108	418	104	404	90	400	98	408	103	403	98	408	96	396	96	406	5,905	
	Miscellaneous	40	40	45	45	38	38	50	50	49	49	45	45	45	45	59	59	40	40	40	40	45	45	40	40	1,072	

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
 Patrol No. 13. Eighteenth Police District—Continued.

LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		Novemb'r.		December.		TOTAL.
	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
Fires.....	7	.....	.....	.....	5	.....	3	.....	6	.....	5	.....	10	.....	1	.....	4	.....	1	.....	3	.....	7	.....	52
10th Police District.....			1	1	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	6
22d Police District.....			1	1	1	1	1	1	2	2	3	3	.....	.....	.....	.....	2	2	.....	.....	.....	1	1	.....	12
24th Police District.....			4	4	2	2	1	1	2	2	2	2	.....	.....	.....	.....	1	1	1	1	.....	.....	.....	.....	26
12th Police District.....							1	1	.....	.....	.....	.....	.....	.....	1	1	1	1	3	3	1	1	2	.....	30
7th Police District.....									1	1	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
11th Police District.....																	2	2	1	1	.....	.....	.....	.....	12
30th Police District.....															1	1	6	6	3	3	4	4	1	1	30
Engine Co. No. 23.....															1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Total.....	179	14,052	221	12,772	216	14,096	286	13,937	317	14,644	288	14,057	308	14,531	305	14,537	295	14,485	280	15,233	265	14,756	249	15,184	175,563

JAMES NICE,
 CHARLES FOWLER,
 JAMES F. MACKELL,

Operators.

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 13. Twenty-sixth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
36	Cumberland and Commerce...	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	316	818
135	Lehigh and Kensington aves	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	776	7,714
221	Frankford ave. and Adams st.	6	1,989	9	1,797	8	1,985	6	1,920	10	1,987	14	1,928	11	1,988	9	1,986	16	1,980	9	1,986	7	1,921	5	1,982	23,509
223	Emerald and Huntington sts.	6	1,177	6	1,066	9	436	11	425	9	486	10	424	11	438	19	446	12	426	10	437	10	424	4	481	6,683
228	Cedar and Norris sts.	2	770	8	704	3	771	3	747	3	771	....	744	1	769	....	768	2	746	3	771	3	747	....	768	9,104
224	Emerald and Dauphin sts.	2	987	3	895	6	991	8	962	9	994	6	980	6	991	2	987	6	960	5	990	8	962	11	996	11,747
225	Blair and Norris sts.	5	1,176	3	1,063	2	1,173	3	1,187	....	1,171	2	1,136	....	1,171	....	1,171	2	1,186	3	1,174	5	1,189	....	1,171	13,843
231	Almond and York sts.	1	769	1	697	5	778	9	733	7	775	7	761	7	775	4	772	4	748	4	772	10	764	4	772	9,174
232	Adams and Memphis sts.	1	1,172	2	1,062	2	1,173	9	1,143	4	1,175	2	1,186	2	1,173	2	1,178	1	1,185	6	1,177	3	1,187	2	889	13,551
233	Huntingdon and Cedar sts.	1	1,172	1	1,061	4	1,175	6	1,140	7	1,178	14	1,148	8	1,174	11	1,182	10	1,144	8	1,179	7	1,141	7	1,178	13,951
234	Huntingdon and Trenton sts.	1	769	3	699	5	773	5	749	10	778	5	749	4	772	5	773	4	748	8	776	5	749	8	776	9,174
341	Cumberland and Jasper sts.	11	1,182	26	1,086	20	1,191	25	1,159	19	1,190	9	1,143	11	1,182	4	1,175	11	1,145	14	1,185	10	1,144	12	1,188	14,187
	Total	36	11,163	62	10,130	68	11,213	87	10,881	85	11,230	79	10,878	60	11,205	66	11,211	76	10,870	76	11,221	74	10,868	63	11,208	132,908

WILLIAM C. MCCAY,
LEES TAYLOR,
THOMAS H. WILSON,

Operators.

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 14. Fourteenth Police District.

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Sept'mber.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
4	Germantown & Chelton ave.		372		336		372		361		371	1	360		372		368		361		372		360	1	372	4,379
5	Allen's lane and P. R. R.		121		268	2	388		238		266	3	228	2	249	2	196	3	216		232		219		255	2,908
6	East Chelton avenue.	5	230	3	220	8	250	5	237	11	241	10	234	9	239	7	172	12	234	5	247	2	250	16	249	2,896
7	Germantown & Creisham st.		225	1	224	2	256		236		237	2	259	1	237	3	238		248	1	242	1	229		266	2,902
8	Willow Grove av. & P. R. R.	1	353		290	1	317		290	5	297	3	265		239	2	271		272		274		251		287	3,418
9	C. Hill P. R. R. depot.	5	294	2	251	1	275	2	272	3	224	4	218	3	236	3	262	5	240	5	257	6	190	6	294	3,058
12	Queen st. & Fulaaki ave.		378		270	1	348	1	313		317	4	250	8	307	3	242	6	281	1	264	3	298	5	324	3,626
13	Germantown & Johnson st.	1	564	2	350		399		889		867	1	336	1	331	2	355		364		393	2	394	1	410	4,712
14	Germantown & Stenton ave.	2	434	2	485	5	447	8	682	6	574	9	508	3	474	7	372	5	448	5	329	3	459	4	558	5,729
15	Haines street, Pittville.		358	1	265	1	290		253		270	2	248	2	308	1	194	1	256		303	1	256		308	3,320
18	23d and Graver's lane.		244		228	1	267	1	246		220		154		280		196		242		254	1	245		262	2,781
46	Penn st., below Ross st.		254		331		376	1	368		368	1	262	2	326	1	271		316		275	1	349		377	3,879
71	C. Hill P. & R. depot.	1	373		339		393		344		305		261		183		299		336	4	340	1	327		361	4,017
72	Germantown av. & Thorp's ln.		220	1	169		196		176		169		130	1	186		161		180		191	1	187		199	2,167

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 14. Fourteenth District—Continued.

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
73	Green and Carpenter sts.....	.....	276	.....	328	1	367	.....	335	1	342	1	312	.....	359	.....	288	2	309	.....	320	.....	306	1	341	3,889
121	Mill street and York road.....	.....	325	2	350	.....	403	3	375	2	370	3	321	.....	362	1	307	2	336	.....	396	.....	359	.....	398	4,306
122	German town avenue and Carpenter st.....	2	582	1	448	2	508	.....	497	2	472	1	417	7	424	3	450	2	471	2	489	2	478	1	511	5,767
123	Haines and Wilson st.....	2	398	1	333	3	374	2	359	3	373	8	348	7	354	3	261	5	360	3	363	.....	356	.....	385	4,301
124	Wakefield and Ashmead sts.....	.....	301	6	237	3	271	3	269	4	264	3	228	3	214	3	195	.....	224	2	259	.....	237	.....	274	2,980
125	German town av. & School st....	4	619	3	498	1	577	.....	554	5	557	1	498	.....	463	3	421	4	498	2	499	1	418	.....	582	6,208
126	Tulpehocken st. & School R....	1	419	2	398	.....	455	.....	423	1	399	1	398	3	391	.....	402	1	416	2	437	3	402	.....	459	5,013
131	Oak lane & N. P. R. R.....	1	301	.....	359	.....	317	.....	279	3	287	1	250	3	262	.....	184	1	259	.....	284	1	270	.....	303	3,365
132	Mill st. and Stenton av.....	.....	436	1	491	4	563	2	551	3	566	6	411	1	428	4	368	5	482	1	497	2	524	3	559	5,908
133	Oak lane and York road.....	.....	228	.....	225	.....	270	.....	223	.....	242	1	233	.....	265	1	171	1	231	.....	236	1	249	.....	246	2,818
134	School & Wissahickon ave.....	.....	762	.....	668	.....	735	.....	721	.....	725	.....	627	2	660	.....	586	1	692	.....	740	1	707	.....	740	8,316
142	30th and Rex ave.....	.....	302	.....	326	.....	392	.....	356	.....	327	.....	297	.....	314	.....	332	.....	363	.....	349	.....	384	.....	371	4,063
212	Washington lane and Chew street.....	.....	301	.....	266	2	303	1	279	2	292	1	264	1	296	1	236	1	298	1	299	.....	275	.....	316	3,436

Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 14. Fourteenth District—Continued.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
213	Locust and Willow ave.....	.....	234	.....	223	1	255	2	241	2	244	2	226	2	228	3	158	2	240	.....	251	.....	237	.....	264	2,315
214	Pulaski and Chekon ave.....	2	409	.....	282	.....	316	.....	312	5	316	3	298	3	267	4	277	1	276	2	305	.....	284	1	323	3,686
215	Washickon ave. and Manheim st.....	.....	238	.....	202	.....	252	.....	239	1	247	1	210	1	240	.....	186	.....	201	.....	199	.....	219	.....	247	2,683
314	Fisher's lane and York road.....	.....	656	.....	566	.....	663	1	563	2	576	.....	512	2	578	3	460	2	436	4	438	.....	541	.....	592	6,545
324	Germanatown & Mt. Airy ave.	3	131	.....	87	1	106	1	91	1	91	.....	87	2	105	.....	84	3	96	2	89	3	101	2	104	1,190
332	Germanatown av. & Wister st.	1	450	4	547	4	583	9	599	2	614	2	507	1	439	2	338	5	508	5	550	4	532	4	617	6,432
412	Clinton st. & Wyoming ave.....	.....	352	.....	308	.....	356	.....	333	.....	347	.....	357	4	379	1	309	.....	383	5	343	.....	413	.....	420	4,310
	Total.....	31	12,185	34	11,158	44	12,630	42	11,894	64	11,857	76	10,514	74	11,185	63	9,664	70	11,105	52	11,316	41	11,251	45	12,568	137,912

RITTENHOUSE FRALEY,
OLIVER SKILTON,
WM. M. WILSON,
Operators.

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 15. Tenth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
412	Front and Girard avenue.....	10	1,425	7	1,235	18	1,458	14	1,355	18	1,425	14	1,337	9	1,405	12	1,386	16	1,385	14	1,496	18	1,487	21	1,541	17,101
413	Front and Laurel street.....	16	744	19	655	24	740	41	707	38	712	18	663	27	702	23	681	25	687	26	732	28	701	23	764	8,816
414	Beach and Poplar street.....	4	732	10	665	6	734	17	703	11	706	20	669	26	707	22	701	9	695	7	741	10	715	8	771	8,735
421	Second and Girard avenue.....	16	1,528	14	1,386	16	1,576	17	1,515	23	1,583	22	1,515	27	1,571	23	1,550	40	1,517	33	1,571	38	1,509	39	1,531	18,690
422	Second and Beaver street.....	20	1,500	10	1,374	8	1,333	19	1,495	19	1,546	22	1,419	18	1,488	15	1,520	8	1,485	9	1,457	13	1,485	15	1,573	18,057
423	Fourth and George street.....	2	1,081	4	899	7	1,083	6	954	5	1,012	11	927	8	995	7	922	6	1,015	10	1,145	7	1,109	7	1,142	12,364
431	Fifth and Girard avenue.....	11	1,433	9	1,253	11	1,392	19	1,275	11	1,350	22	1,224	23	1,366	10	1,276	29	1,354	18	1,466	18	1,295	19	1,481	16,365
432	Fifth and Oxford street.....	6	729	3	619	4	633	2	633	5	420	6	634	.....	680	3	673	.....	666	3	728	3	697	2	715	8,114
512	German town av. & Jefferson.	8	740	12	675	7	761	16	729	16	746	11	728	14	765	14	753	15	728	19	760	12	719	14	772	8,954
513	Fourth and Master street.....	8	749	6	593	6	717	12	655	24	691	14	616	14	681	11	691	10	722	7	745	4	735	9	784	8,494
521	American & Master street.....	13	1,163	7	1,023	15	1,161	22	1,107	26	1,147	18	1,115	20	1,157	14	1,153	14	1,093	15	1,143	16	1,108	20	1,168	13,737
522	Mascher and Oxford.....	3	696	2	605	4	687	4	624	7	621	10	632	7	620	9	586	1	657	5	717	4	695	7	794	7,937
	Stat'n House Front & Master	42	.....	38	.....	36	.....	42	.....	53	.....	40	.....	47	.....	53	.....	37	.....	57	.....	57	.....	50	.....	552
	Total	159	12,540	141	11,082	162	12,530	231	11,752	256	12,129	228	11,479	240	12,138	216	11,892	210	12,004	223	12,701	238	12,200	234	13,026	147,946

JAMES DOUGHERTY,
 LEWIS S. TRAMPE,
 GEO. W. SELL,

} Operators.

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 15. Eleventh Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
122	Laurel and Frankford av.....	5	762	5	710	5	792	14	766	13	676	17	734	9	800	23	717	10	764	6	770	2	689	9	784	9,072
78	Marlboro and Beach sts.....	5	937	6	789	4	778	7	750	6	685	9	646	8	673	6	751	10	749	8	749	9	725	7	780	9,112
72	Palmer and Beach sts.....	1	1,130	.....	4,067	1	1,157	2	1,110	6	1,006	6	1,019	3	761	11	999	19	1,118	9	806	6	1,003	1	991	12,322
71	Otis and Beach sts.....	3	771	3	701	3	790	10	691	9	712	11	679	16	724	5	724	10	755	7	1,162	6	1,090	9	1,155	10,046
61	Richmond and Plum sts.....	6	773	14	730	7	793	7	757	7	776	13	762	13	800	20	779	13	690	6	551	8	499	6	414	8,444
62	Richmond and Cumberland.....	10	720	10	660	12	721	9	700	13	767	9	780	27	825	21	762	9	757	5	809	15	743	12	776	9,172
63	Edgemont and Huntingdon.....	1	894	3	781	6	948	4	963	7	1,090	6	1,133	6	1,118	10	1,070	8	1,085	12	1,049	7	703	9	737	11,695
64	Lehigh and Richmond sts.....	2	1,215	6	1,083	2	1,194	2	1,075	8	745	7	773	5	750	8	837	4	832	3	814	2	741	4	786	10,893
252	Thompson and Savery sts.....	10	1,189	9	1,077	7	1,182	4	1,148	8	1,184	8	1,129	5	1,050	4	1,001	3	1,095	7	1,162	8	1,064	5	1,134	13,453
315	Belgrade and Palmer sts.....	1	1,546	2	1,180	7	1,361	1	1,334	2	1,380	3	1,079	2	1,053	1	1,087	4	1,252	3	1,162	2	1,311	5	1,315	15,138
321	Belgrade and Otis sts.....	3	1,175	.....	1,071	2	1,189	4	1,097	3	1,120	4	938	2	830	6	900	6	1,152	.....	1,126	1	989	1	1,135	12,801
31	Girard avenue and Cresce sts.	4	534	9	745	3	804	11	746	5	828	5	723	6	747	11	793	6	780	8	806	9	742	18	783	9,121
32	Tulip and Vienna sts.....	2	362	2	436	3	494	5	430	2	431	.....	408	2	410	1	411	2	401	3	450	1	403	2	405	5,056
33	Peach and Ball sts. (Cramp's Office.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	167	9	673	3	620	9	708	2,193
	Total	53	11,975	69	11,030	62	12,193	80	11,567	84	11,400	93	10,803	104	10,806	127	10,831	108	11,617	86	12,179	74	11,322	92	11,963	138,518

L. F. WILSON,
C. C. KENNEY,
WM. WAGNER,

Operators.

*Showing the number of Calls from each box in the Police Signal and Telephone System, during the Year 1893.
Patrol No. 16. Twenty-ninth Police District.*

Number of Box	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
17	Forty-fifth and Aspen sts.....	1	706	2	638	3	691	9	643	11	685	7	618	7	654	4	695	6	668	7	692	7	692	7	692	8,098
21	Belmont and City aves.....	1	262	1	240	3	300	.....	293	3	302	3	292	6	291	6	262	3	345	4	437	1	404	.....	388	3,847
41	City and Lancaster aves.....	1	254	2	201	2	265	4	245	5	240	3	243	9	236	6	224	9	255	5	321	6	289	8	292	3,130
153	Fifty-second and Haverford.....	.....	393	1	273	.....	408	4	363	3	321	3	356	9	418	3	383	4	405	3	416	3	405	2	415	4,591
213	Fifty-sixth and Vine sts.....	3	544	8	566	2	620	5	610	6	582	2	588	7	578	4	564	5	654	5	661	7	598	3	675	7,297
215	Forty-fourth and Elm ave.....	1	237	1	250	2	284	.....	278	4	286	2	281	6	237	.....	291	4	280	1	289	.....	286	1	286	3,407
221	Sixty-fifth and Hamilton sts.	1	555	1	492	.....	562	2	533	.....	549	2	522	4	527	2	539	6	521	3	546	2	515	3	559	6,436
222	Seventieth and Haverford.....	1	134	.....	178	1	203	.....	186	2	193	.....	179	2	196	.....	183	1	196	1	234	.....	235	.....	228	2,403
223	Fifty-fourth & Lansdowne...	7	605	3	585	4	634	3	623	7	609	5	589	28	535	8	617	12	663	13	714	16	684	15	789	7,623
224	Fiftieth and Lancaster ave..	3	532	3	515	6	532	9	527	2	538	3	510	7	536	2	556	8	538	9	544	5	506	8	550	6,419
225	Forty-eighth & Lancaster av.	13	1,128	7	1,099	4	1,181	14	1,139	15	1,193	22	1,164	25	1,264	19	1,227	24	1,212	19	1,219	9	1,135	8	1,252	14,392
315	Forty-eighth and Haverford.	2	390	2	368	1	393	2	371	3	379	4	372	3	388	2	359	1	381	4	402	2	370	1	400	4,600
521	Fifty-fifth and Market sts.....	.....	231	.....	251	1	286	.....	279	.....	232	1	269	1	294	1	234	.....	277	1	268	2	278	.....	285	3,351
	Total.....	34	6,171	31	5,556	29	6,349	57	6,095	61	6,136	60	6,013	118	6,275	60	6,107	84	6,331	72	6,766	59	6,373	56	6,761	75,804

ROBT. CORRISTON,
H. C. SEACRIST,
SAM'L M. FOX,

} Operators.

*Showing the Number of Calls from each box in the Police Signal and Telephone Systems, during the year 1893.
Patrol No 17. Twentieth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		Septemb'r.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
	Sixth District Station House	115	845	86	258	96	238	98	294	77	231	85	235	95	235	86	258	91	273	103	309	102	306	114	342	4,592
	20th District Station House...	53	1,742	47	1,440	43	1,568	59	1,852	69	1,407	67	1,252	74	1,322	73	1,289	78	1,354	71	1,413	70	1,387	86	1,422	17,713
26	Nineteenth and Vine street.	.....	1,026	1	1,019	1	1,143	1	1,104	7	1,138	2	1,008	5	1,001	6	1,094	5	1,312	5	1,202	4	1,180	8	1,279	13,496
31	Twenty-second and Arch st.	7	1,453	5	1,372	9	1,556	9	1,492	14	1,521	9	1,462	10	1,340	11	1,479	15	1,518	7	1,558	5	1,473	9	1,554	17,888
37	Twentieth and Market st.....	7	1,087	6	871	8	962	17	1,027	20	1,147	13	1,101	18	1,038	14	1,119	17	1,147	16	1,183	14	1,117	15	1,162	13,126
43	Twenty-first and Race st.....	5	797	1	678	9	765	5	771	8	777	6	684	6	733	4	757	7	786	4	776	11	738	8	771	9,107
46	Nineteenth and Cuthbert st.	2	438	4	397	4	458	1	448	2	464	4	379	1	470	4	435	2	507	3	465	6	443	8	467	5,412
151	Twenty-third and Market st.	7	745	7	679	12	747	11	688	7	771	10	682	13	723	14	730	13	732	10	785	14	731	16	764	8,961
313	Seventeenth and Market st.	8	1,297	10	1,354	4	1,459	9	1,422	4	1,416	8	1,322	10	1,350	11	1,098	17	1,102	10	1,210	15	1,130	14	1,216	15,436
412	Sixteenth and Race st.....	5	1,796	6	1,619	5	1,634	7	1,719	4	1,806	10	1,416	6	1,677	12	1,763	10	1,791	8	1,893	8	1,761	6	1,878	20,880
	Total.....	209	10,666	173	9,687	196	10,635	217	10,317	212	10,673	214	9,561	238	9,939	235	10,012	255	10,572	237	10,794	249	10,186	279	10,836	126,611

B. BERENS,
JOHN PEARSON,
W.M. NEWMAN. } Operators.

*Showing the Number of Calls from each box in the Police Signal and Telephone System, during the year 1893.
Patrol No. 17. Sixth Police District.*

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
34	Tenth and Arch sts.....	16	956	15	854	15	1,924	16	1,888	11	1,990	9	1,859	7	1,926	10	1,760	15	1,725	12	1,927	14	1,851	13	1,846	20,159
35	Eighth and Arch sts.....																								490	
54	Broad and Vine sts.....	4	325	2	217	3	781	4	851	6	773	8	737	7	764	8	725	6	757	5	751	5	1,062	1	1,101	8,903
55	Ninth and Race sts.....	10	916	2	835	4	1,504	7	1,514	3	1,505	2	1,432	6	1,509	7	1,427	2	1,534	5	1,528	7	1,469	8	1,691	16,927
144	Thirteenth and Cherry sts.....	7	569	6	511	8	1,079	10	1,159	9	1,157	15	998	13	997	11	986	11	992	16	1,130	8	985	14	1,029	11,720
331	Ninth and Market sts.....	33	888	23	829	28	1,746	32	1,768	14	1,833	24	1,641	24	1,776	16	1,509	22	1,595	40	1,597	23	1,537	32	1,473	18,508
341	Chester and Vine sts.....	11	885	10	812	13	1,600	11	1,570	9	1,593	10	1,529	5	1,524	10	1,404	13	1,594	9	1,474	10	1,429	15	1,149	16,689
421	Twelfth and Market sts.....	19	947	13	856	21	2,074	20	1,981	17	2,090	19	2,025	22	1,987	15	1,875	22	1,934	16	2,867	24	1,958	35	2,092	22,379
36	Market Street Bank.....		62		56		62		60		62		60		62		55		60		61		60		62	722
	Station House	6		7		5				5				9		15		10		17		14		10		98
	Total.....	106	5,548	78	4,970	97	10,770	100	10,741	74	11,003	87	10,281	98	10,545	92	9,741	101	10,191	120	10,835	106	10,351	128	10,488	116,590

EDWARD M. COYLE,
ANDREW McCAW,
FRANCIS CALLAHAN, } *Operators.*

Showing the number of Calls from each box in the Police Signal and Telephone System during the year 1893.
Patrol No. 18. Thirteenth Police District.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
Ph.	Monastery ave. & Wissahickon	1	63	.....	232	.....	257	.....	246	.....	262	.....	240	1	213	1	216	.....	244	.....	256	1	240	.....	249	2,722
3	Ridge ave. and Main st.....	2	740	3	703	3	771	7	814	2	898	4	860	5	792	6	847	10	845	5	911	2	841	5	920	10,046
4	Ridge and Roxborough aves...	.....	238	.....	125	1	137	.....	133	1	134	1	130	.....	134	1	132	2	131	1	137	.....	130	.....	139	1,702
5	Manayunk and Lyceum ave...	1	751	1	714	1	817	1	751	.....	795	2	751	2	685	3	617	1	711	1	771	.....	733	.....	771	8,830
6	Ridge ave. and Fountain st....	2	271	.....	232	.....	278	2	286	1	271	.....	265	1	189	.....	150	2	243	1	254	.....	256	2	233	2,964
7	Ridge and Shawmont aves.....	.....	510	.....	465	.....	520	1	506	1	512	2	490	1	460	3	454	.....	487	2	501	.....	480	1	524	5,920
8	Washington & Jefferson st....	4	706	2	692	4	780	6	730	10	769	8	786	12	754	6	741	8	738	4	736	5	684	5	760	8,900
9	Green lane and Wood st.....	1	780	3	694	2	768	5	743	8	769	1	733	3	657	8	651	3	705	4	752	4	709	1	757	8,761
16	Main and Cedar sts.....	18	701	15	630	24	708	26	691	25	705	24	680	26	635	33	628	34	632	18	698	13	658	15	691	8,378
17	Shurs lane and Cresson st.....	4	282	2	254	6	294	10	290	3	287	7	287	9	298	5	287	9	293	2	287	1	277	4	301	3,494
18	Terrace and Hermit st.....	5	516	3	472	3	519	9	504	2	508	8	427	6	387	2	356	5	396	1	426	1	408	3	440	5,407
21	Shawmont station.....	.....	251	.....	221	1	252	1	243	1	255	1	242	.....	255	.....	248	.....	243	.....	254	.....	239	.....	249	2,956
22	Shurs lane and Pechin st.....	1	367	.....	285	3	323	1	264	2	251	1	245	3	238	4	231	1	241	.....	250	1	248	3	257	3,231

Showing the number of Calls from each box in the Police Signal and Telephone System during the year 1893.
Patrol No. 18. Thirteenth Police District—Continued.

Number of Box.	LOCATION.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		TOTAL.
		Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	Wagon.	Telephone.	
23	Leverington av. & Hamilton st.	3	450	2	390	....	444	5	430	3	441	2	408	2	337	3	329	3	368	3	423	1	393	1	433	4,874
	Substation, Leverington ave. west of Ridge ave.....	2	106	2	109	1	110	1	123	....	139	5	132	....	138	6	166	....	93	1	100	2	105	5	144	1,490
	18th Dist. Main & Jackson sta.	18	121	10	102	13	122	23	112	27	112	17	131	19	137	17	173	17	104	22	102	12	109	13	126	1,659
	St. Timothy's Hospital, Ridge and James aves.....	....	26	....	15	....	21	....	8	....	18	....	29	....	42	....	23	....	38	....	38	....	11	....	24	293
	Total.....	62	6,874	43	6,335	62	7,116	93	6,854	86	7,134	83	6,786	90	6,296	98	6,249	95	6,615	65	6,896	43	6,521	58	7,063	81,627

LEWIS J. DUNLAP,
WILLIAM HORNBY,
AUGUSTUS PETERMAN. } Operators.

Synopsis of Wagon Calls during the year 1893.

MONTH.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fire.	Miscellaneous.	Total Wagon Calls.
January	1,673	494	79	347	2,593
February.....	1,666	392	36	377	2,471
March.....	2,034	459	56	422	2,971
April.....	2,569	486	49	492	3,596
May.....	2,687	559	74	706	4,026
June.....	2,662	614	72	522	3,870
July.....	2,815	700	73	612	4,200
August.....	2,778	570	68	558	3,974
September.....	2,833	579	48	608	4,068
October.....	2,750	545	48	486	3,829
November.....	2,535	477	64	466	3,542
December.....	2,498	569	85	514	3,666
Total.....	29,500	6,444	752	6,105	42,801

Showing the Box in each District having the Greatest Number of Telephone Calls for the year 1893.

DISTRICT.	Number of Box.	LOCATION.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
First.....	122	25th and Christian streets.....	1,132	1,480	1,167	1,181	1,190	1,127	1,065	1,162	1,136	1,121	1,130	1,167	14,048
Second.....	52	Sixth and Catharine streets.....	1,561	1,406	1,554	1,502	1,551	1,508	1,550	1,553	1,502	1,554	1,507	1,551	18,328
Third.....	321	Delaware avenue and Dock street.....	2,320	2,060	2,278	2,206	2,262	2,188	2,226	2,256	2,198	2,221	2,194	2,279	26,778
Fourth.....	333	Delaware avenue and Market street..	1,786	1,887	2,093	1,721	1,785	1,723	1,785	1,784	1,723	1,779	1,725	1,558	21,359
Fifth.....	324	Cope and Sansom streets.....	1,331	1,231	1,430	1,278	1,441	1,304	1,250	1,251	1,391	1,368	1,316	1,450	16,135
Sixth.....	421	Twelfth and Market streets.....	947	856	2,074	1,931	2,090	2,025	1,987	1,875	1,934	2,367	1,958	2,092	22,136
Ninth.....	12	Nineteenth street and Fairmount ave.	2,301	2,103	2,316	2,270	2,317	2,243	2,316	2,312	2,276	2,322	2,279	2,336	27,391
Tenth.....	421	Second street and Girard avenue.....	1,528	1,386	1,576	1,515	1,563	1,515	1,571	1,550	1,517	1,571	1,509	1,581	18,382
Eleventh.....	315	Belgrade and Palmer streets.....	1,546	1,180	1,361	1,334	1,380	1,079	1,068	1,057	1,282	1,182	1,311	1,315	15,106
Thirteenth.....	8	Ridge avenue and Main street.....	740	703	771	814	898	860	792	847	885	911	841	920	9,992
Fourteenth.....	134	School and Wissahickon streets.....	762	653	795	721	725	627	660	685	652	740	707	740	8,312
Fifteenth.....	212	Tacony and Bridge streets.....	1,172	1,122	1,224	1,094	1,098	1,024	1,085	1,097	1,069	1,109	1,070	1,111	13,265
Sixteenth.....	27	36th street and Lancaster avenue.....	1,479	1,369	1,554	1,471	1,548	1,466	1,374	1,428	1,330	1,539	1,449	1,478	17,465
Seventeenth.....	52	Point Breeze ave. and Dickinson st..	1,712	1,647	1,625	1,521	1,761	1,598	1,681	1,635	1,694	1,892	1,778	1,981	20,475
Eighteenth.....	313	Front and York streets.....	1,563	1,417	1,561	1,544	1,601	1,542	1,606	1,595	1,544	1,607	1,546	1,599	18,725

Showing the Box in each District having the Greatest Number of Telephone Calls for year 1893—Continued.

District.	Number of Box.	Location.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Nineteenth	251	11th and Locust streets.....	1,746	1,682	1,645	1,768	1,684	1,778	1,508	1,796	1,699	1,789	1,644	1,791	20,440
Twentieth	412	16th and Race streets.....	1,796	1,619	1,684	1,719	1,806	1,416	1,677	1,753	1,791	1,898	1,761	1,878	20,718
Twenty-first.....	22	40th and Locust streets	1,765	1,676	1,849	1,816	1,857	1,805	1,796	1,629	1,677	1,720	1,725	1,820	21,065
Twenty-second ..	143	16th and Dauphin streets.....	1,042	1,036	1,189	1,128	1,138	1,135	1,188	1,216	1,221	1,209	1,165	1,209	13,876
Twenty-third	21	23d street and Columbia avenue.....	1,702	1,631	1,814	1,497	1,418	1,221	1,292	1,100	1,469	1,764	1,756	1,812	18,631
Twenty-fourth.....	42	Richmond street and Allegheny ave.....	580	530	584	576	582	579	546	574	540	557	562	578	6,788
Twenty-fifth	43	Ninth and Mifflin streets.....	1,540	1,610	1,807	1,738	1,778	1,659	1,628	1,604	1,578	1,961	1,890	2,008	20,698
Twenty-sixth	221	Frankford avenue and Adams street.....	1,989	1,797	1,985	1,920	1,987	1,928	1,988	1,986	1,980	1,986	1,921	1,982	28,399
Twenty-eighth	152	Twelfth and Berks streets.....	725	647	712	691	718	682	718	721	694	710	716	719	13,511
Twenty-ninth	225	48th street and Lancaster avenue.....	1,128	1,099	1,181	1,139	1,193	1,164	1,264	1,227	1,212	1,219	1,185	1,252	14,213
Thirtieth	53	Kensington avenue and C street.....	.....	.....	.....	.....	.....	.....	.....	.....	520	520	493	527	2,060

Showing the Box in each District having the Greatest Number of Wagon Calls for the year 1893.

DISTRICTS.	Number of Box.	LOCATION.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
First.....	123	Sixteenth and Bainbridge street.....	13	11	8	11	14	25	13	19	21	13	20	17	185
Second.....	51	Charles and Bainbridge street.....	33	28	54	66	66	77	65	64	59	75	47	73	707
Third.....	44	Sixth and St. Mary street.....	27	43	57	76	73	79	79	77	71	76	57	76	791
Fourth.....	333	Delaware avenue and Market street.....	17	23	19	22	25	27	23	12	18	13	19	18	242
Fifth.....	23	Eighteenth and Lombard street.....	15	10	9	12	17	11	7	16	19	17	22	18	182
Sixth.....	331	Ninth and Market street.....	33	23	28	32	14	24	24	16	22	40	23	32	311
Ninth.....	15	Twenty-fourth and Callowhill street.....	19	12	10	28	23	14	31	13	32	24	22	15	241
Tenth.....	421	Second and Girard avenue.....	16	14	16	17	23	22	27	23	40	33	38	39	308
Eleventh.....	62	Richmond and Cumberland street.....	10	10	12	9	13	9	27	21	9	5	15	12	155
Thirteenth.....	16	Main and Cedar street.....	13	15	24	26	25	24	26	33	34	18	13	15	276
Fourteenth.....	6	Chelton avenue east of Main street.....	5	3	8	5	11	10	9	7	12	5	2	16	94
Fifteenth.....	152	Frankford avenue and Oxford pike.....	6	8	3	12	6	9	10	6	12	6	11	9	98
Sixteenth.....	32	Forty-fourth and Lancaster avenue.....	6	7	2	4	7	13	11	13	18	9	9	5	104
Seventeenth.....	52	Point Breeze avenue and Dickinson street.....	7	9	13	11	16	28	12	24	18	20	13	17	190
Eighteenth.....	313	Front and York street.....	13	17	11	14	20	12	25	14	14	26	16	18	200

Showing the Box in each District having the Greatest Number of Wagon Calls for the year 1893.

Districts.	Number of Box.	LOCATION.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Nineteenth	53	Eighth and Sanson street.....	25	14	21	14	19	17	14	14	15	18	13	21	205
Twentieth.....	37	Twentieth and Market street.....	7	6	8	17	20	13	18	14	17	16	14	15	165
Twenty-first.....	36	Thirtieth and Chestnut street.....	13	13	12	10	18	16	16	27	21	14	13	24	197
Twenty-second	37	Twenty-eighth and York street.....	10	3	7	8	9	11	15	17	8	6	6	7	97
Twenty-third	21	Twenty-third and Columbia avenue.....	11	9	16	12	12	14	20	17	10	23	11	17	172
Twenty-fourth.....	55	Richmond and William street.....	4	5	5	9	10	6	5	9	8	6	9	9	85
Twenty-fifth.....	43	Ninth and Mifflin street.....	12	18	11	19	11	20	15	13	24	11	13	12	167
Twenty-sixth.....	341	Cumberland and Jasper street.....	11	26	20	25	19	9	11	4	11	14	10	12	172
Twenty-eighth.....	36	Twenty-ninth and Edgeley street.....	4	5	10	8	9	8	9	15	14	11	7	11	111
Twenty-ninth.....	225	Forty-eighth and Lancaster avenue.....	13	7	4	14	15	22	25	19	24	19	9	8	179
Thirtieth.....	51	Somerset and Palethorp street.....	.....	.....	.....	.....	.....	.....	.....	.....	7	7	12	10	36

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL No. 1.					PATROL No. 2.					PATROL No. 3.				
	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.
January.....	214	62	8	8	292	75	27	5	12	119	44	22	5	5	76
February.....	204	61	6	10	281	55	17	8	7	82	49	10	2	7	68
March.....	234	76	9	13	332	92	31	3	15	141	73	23	3	8	112
April.....	291	73	12	36	412	97	31	2	11	141	114	13	3	4	139
May.....	308	90	4	62	464	105	37	3	15	160	125	19	4	5	158
June.....	337	70	12	45	464	86	42	3	33	154	117	25	5	7	154
July.....	392	83	14	60	549	106	46	2	28	182	135	34	4	8	181
August.....	329	51	11	52	443	125	41	5	22	193	160	38	3	8	209
September.....	325	63	13	51	452	104	45	4	21	174	127	40	2	10	179
October.....	355	56	9	54	474	86	43	.....	12	141	141	28	2	10	181
November.....	285	66	11	38	400	93	28	5	19	145	104	25	4	8	141
December.....	246	65	2	56	369	132	23	5	9	169	101	19	5	8	163
Total.....	3,520	816	121	485	4,942	1,156	411	40	194	1,801	1,290	306	42	88	1,726

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL NO. 4.					PATROL NO. 5.					PATROL NO. 6.				
	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.
January.....	126	51	3	45	225	118	16	3	24	161	113	22	1	14	150
February.....	141	34	.....	37	212	126	11	3	23	163	117	23	1	17	158
March.....	209	37	2	39	287	131	18	2	26	177	186	19	1	26	232
April.....	253	55	.....	53	361	149	15	2	29	195	167	19	.....	28	214
May.....	291	49	5	55	400	163	12	4	84	213	188	16	1	52	267
June.....	261	44	5	43	353	168	17	3	22	210	217	48	3	42	310
July.....	240	53	4	51	348	135	16	4	39	194	192	38	3	14	247
August.....	269	42	5	48	364	155	18	1	41	225	208	32	2	29	271
September.....	268	29	1	50	348	166	10	2	48	226	227	26	.....	41	294
October.....	259	42	2	49	352	171	21	2	46	240	193	28	1	24	246
November.....	215	39	7	45	306	168	17	4	42	231	177	19	2	26	234
December.....	229	64	4	50	347	175	15	3	59	262	205	29	7	17	258
Total.....	2,761	539	38	565	3,903	1,825	186	33	433	2,477	2,190	219	22	330	2,861

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL NO. 7.					PATROL NO. 8.					PATROL NO. 9.				
	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.
January.....	70	31	6	33	145	72	23	6	19	120	53	14	1	13	86
February.....	86	26	2	39	153	59	17	2	13	91	53	15	.....	7	75
March	80	17	4	46	147	114	14	6	18	152	71	15	.....	13	99
April	91	23	2	65	186	107	23	9	22	161	41	17	3	16	77
May	73	36	7	60	176	145	34	8	31	218	57	20	6	20	103
June.....	113	32	4	52	201	136	32	6	33	212	56	20	.....	19	95
July.....	123	36	5	44	213	175	45	9	32	261	68	23	1	24	121
August.....	121	38	2	41	202	106	25	4	16	151	64	26	4	8	102
September.....	118	35	2	43	198	126	23	3	24	181	77	22	1	21	121
October	116	28	2	27	173	102	21	3	20	146	63	27	3	19	112
November	98	30	1	20	149	112	21	4	22	159	52	14	2	24	92
December	119	40	3	11	173	115	25	12	19	171	80	15	3	16	114
Total.....	1,213	377	40	486	2,116	1,369	308	72	274	2,023	704	233	24	200	1,197

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL NO. 10.					PATROL NO. 11.					PATROL NO. 12.				
	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.
January.....	50	30	2	.....	82	96	41	1	7	145	88	17	8	9	67
February.....	53	21	3	10	92	78	32	8	17	130	25	14	1	15	55
March.....	69	18	2	3	92	81	33	5	18	142	84	7	2	10	53
April.....	104	21	.....	11	136	141	23	.....	29	193	47	9	.....	36	92
May.....	142	35	7	16	200	136	41	.....	28	205	50	13	4	40	107
June.....	89	27	7	9	132	119	44	2	32	197	27	20	4	20	71
July.....	113	27	4	7	151	155	51	1	26	233	32	20	3	32	87
August.....	135	24	4	10	173	150	43	5	31	229	41	13	5	19	78
September.....	134	28	2	14	178	150	44	4	39	237	47	15	2	22	86
October.....	132	20	6	13	176	144	34	1	23	207	42	16	3	26	87
November.....	136	21	6	22	185	135	42	2	44	223	30	16	3	17	66
December.....	127	29	5	8	169	122	44	4	37	207	39	14	3	16	72
Total.....	1,239	301	43	128	1,766	1,507	477	28	336	2,348	452	174	33	262	921

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL NO. 13.					PATROL NO. 14.					PATROL NO. 15.				
	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of Injured Persons.	Conveyance of Officers to and from Fires.	Miscellaneous.	Total Wagon Calls.
January.....	128	39	7	41	215	23	10	6	4	43	183	19	6	18	226
February.....	202	36	.....	45	283	30	6	2	8	46	171	26	1	20	218
March.....	198	33	5	38	284	36	9	5	8	58	183	17	1	30	231
April.....	286	27	3	57	373	34	11	4	11	60	243	32	0	43	323
May.....	290	45	6	61	402	47	11	4	24	86	269	25	2	57	353
June.....	256	55	5	51	367	51	13	2	20	86	258	42	2	33	335
July.....	253	53	10	52	368	66	18	2	16	102	277	33	2	45	357
August.....	268	37	1	65	371	52	13	3	14	82	275	45	5	39	364
September.....	291	33	4	43	371	61	18	4	12	95	253	39	2	36	335
October.....	269	41	1	45	356	44	13	4	14	75	237	42	5	47	331
November.....	260	27	3	49	339	33	7	3	14	57	246	38	3	20	307
December.....	189	34	7	42	272	46	13	.....	9	68	257	52	5	30	334
Total.....	2,900	460	52	589	4,001	532	142	39	154	858	2,862	400	34	418	3,714

Synopsis of Wagon Calls of the Various Patrols during the year 1893.

MONTHS.	PATROL NO. 16.					PATROL NO. 17.					PATROL NO. 18.				
	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.	Conveyance of Prisoners.	Conveyance of In-jured Persons.	Conveyance of Officers to and from Pines.	Miscellaneous.	Total Wagon Calls.
January.....	31	3	.....	74	108	218	72	12	13	315	40	15	4	3	62
February.....	29	2	1	60	92	191	36	5	19	251	34	5	1	3	43
March.....	26	3	.....	83	112	200	67	4	22	293	43	11	2	6	62
April.....	49	8	1	100	158	217	61	7	33	317	73	15	2	8	98
May.....	57	4	.....	98	159	184	60	8	84	286	59	12	1	14	86
June.....	53	2	.....	112	172	189	66	6	40	301	61	15	3	4	83
July.....	108	10	.....	93	216	209	92	2	28	331	62	17	3	8	90
August.....	52	8	2	77	139	236	66	8	32	327	79	10	3	6	98
September.....	80	4	.....	94	178	243	79	1	28	356	77	11	1	6	95
October.....	71	1	.....	107	179	261	72	4	20	357	43	12	.....	10	65
November.....	55	4	2	104	166	262	67	2	33	364	29	6	.....	8	43
December.....	52	4	2	91	149	296	77	1	33	407	43	8	4	3	58
Total.....	668	53	8	1,099	1,928	2,701	805	54	182	3,895	648	137	24	79	883

Summary of Operations of the Fire Telegraph, 1893.

Months.	First Alarms.	Second Alarms.	Third Alarms.	Fourth Alarms.	Fifth Alarms.	False Alarms.	Total.
January	74	8	1	.....	.....	.....	78
February	84	1	.....	.....	.....	.....	85
March	45	1	.....	.....	.....	.....	46
April	42	1	1	.....	.....	.....	44
May	47	8	2	2	1	.....	55
June	64	1	1	.....	.....	.....	66
July	54	2	.....	.....	.....	1	57
August	55	2	.....	.....	.....	.....	57
September	41	1	.....	.....	.....	.....	42
October	42	.....	.....	.....	.....	1	43
November	46	.....	.....	.....	.....	.....	46
December	69	1	1	.....	.....	.....	71
Total	618	16	6	2	1	2	640

Showing Number of Alarms for each Hour of the Day for 1893.

1893.	MONTHS.	A. M.						P. M.						Total Number of Day Alarms.						P. M.						A. M.						Total Number of Night Alarms.	Total.			
		A. M.						P. M.						Total Number of Day Alarms.						P. M.						A. M.										
		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			12	1	2	3	4	5
	January.....	2	2	2	3	3	3	4	1	4	5	2	4	35	11	7	4	4	7	1	2	2	1	2	3	4	1	2	2	1	2	2	1	1	43	78
	February.....	1	1	.....	.....	1	3	2	.....	.....	.....	1	4	13	3	2	2	4	5	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	35
	March.....	1	1	3	.....	2	.....	3	3	.....	2	5	.....	20	1	1	2	4	2	3	4	3	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	46
	April.....	.....	.....	.....	5	4	.....	.....	1	.....	3	1	2	16	1	3	7	1	4	2	3	2	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	44
	May.....	.....	.....	.....	1	1	3	1	4	1	2	2	2	17	8	15	4	1	1	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	55
	June.....	1	1	2	1	1	6	1	4	4	3	4	2	30	5	1	2	3	3	5	3	3	6	3	1	1	.....	.....	.....	.....	.....	.....	.....	.....	36	66
	July.....	.....	1	2	.....	2	.....	3	4	4	4	3	4	27	3	3	4	6	1	2	4	1	1	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	57
	August.....	1	1	.....	2	1	2	6	.....	5	1	3	3	25	5	2	6	1	2	1	3	2	5	1	2	2	.....	.....	.....	.....	.....	.....	.....	.....	32	57
	September.....	1	.....	4	3	2	.....	2	4	.....	3	1	4	24	1	.....	3	1	5	1	2	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	42
	October.....	2	2	3	3	.....	1	2	5	1	2	.....	1	22	2	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	43
	November.....	2	.....	1	1	.....	.....	3	1	.....	2	4	4	18	6	1	.....	2	5	3	1	3	1	2	1	3	1	2	1	2	1	3	28	46		
	December.....	2	2	2	2	1	4	7	3	.....	2	3	8	36	4	6	3	4	4	2	1	1	3	3	2	2	.....	.....	.....	.....	.....	.....	.....	.....	35	71
	Total.....	13	11	19	21	18	22	34	30	19	29	29	38	283	50	43	39	32	39	24	31	23	27	20	16	13								387	640	

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Showing the number of Alarms from each Box during the year 1893.

Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Total.
2	7	41	1	81	2	138	.....	174	1	221	.....	257	2	293	.....	
3	.....	42	1	82	1	139	.....	175	1	223	.....	258	.....	294	.....	
4	2	43	4	83	1	141	2	176	1	224	.....	259	1	295	3	
5	.....	45	2	84	.....	142	1	177	.....	225	.....	261	1	296	.....	
6	1	46	1	85	.....	143	.....	178	.....	226	.....	262	2	297	2	
7	3	47	.....	86	.....	144	.....	179	1	227	1	263	1	298	3	
8	1	48	.....	87	.....	145	5	181	1	228	2	264	.....	299	.....	
9	1	49	1	89	.....	146	.....	182	.....	229	.....	265	.....	312	.....	
12	8	51	1	91	4	147	3	183	.....	231	1	266	.....	313	.....	
13	4	52	.....	92	.....	148	.....	184	.....	232	.....	267	2	314	1	
14	1	53	2	93	.....	149	.....	185	.....	233	2	268	1	315	1	
15	2	54	.....	94	3	151	1	186	.....	234	2	269	.....	316	.....	
16	.....	56	2	95	1	152	1	187	1	235	.....	271	3	317	1	
17	.....	57	1	96	.....	153	5	188	1	236	3	272	1	318	2	
18	.....	58	1	97	3	154	.....	189	.....	237	4	273	.....	319	.....	
19	.....	59	1	98	1	155	1	191	.....	238	1	274	.....	321	.....	
21	.....	61	.....	121	1	156	.....	192	.....	239	.....	275	.....	322	.....	
23	1	62	3	122	1	157	1	193	2	241	1	276	.....	323	1	
24	.....	63	1	123	.....	158	2	194	1	242	1	277	1	324	.....	
25	5	64	1	124	.....	159	.....	195	.....	243	1	278	.....	325	2	
26	2	65	1	125	.....	161	1	196	.....	244	1	279	.....	326	1	
27	2	67	2	126	.....	162	1	197	1	245	1	281	2	327	1	
28	3	68	.....	127	2	163	1	198	.....	246	.....	282	4	328	.....	
29	.....	69	1	128	.....	164	.....	199	.....	247	2	283	1	329	.....	
31	5	71	1	129	3	165	.....	212	.....	248	.....	284	1	331	1	
32	3	72	1	131	1	166	1	213	1	249	.....	285	.....	332	.....	
34	2	73	.....	132	2	167	.....	214	.....	251	3	286	.....	334	.....	
35	.....	74	.....	133	1	168	.....	215	1	252	1	287	1	335	.....	
36	.....	75	.....	134	.....	169	.....	216	.....	253	.....	288	.....	336	1	
37	2	76	.....	135	1	171	3	217	1	254	2	289	.....	337	.....	
38	3	78	.....	136	1	172	1	218	1	255	.....	291	2	338	2	
39	2	79	.....	137	1	173	.....	219	.....	256	.....	292	2	339	.....	248

Showing the number of Alarms—Continued.

Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Boxes.	Alarms.	Total.
341	1	377	.....	425	.....	463	1	499	.....	547	4	585	.....	633	.....	
342	1	378	1	426	.....	464	.....	512	2	548	.....	586	1	634	.....	
343	.....	379	.....	427	2	465	.....	513	.....	549	1	587	.....	635	.....	
344	2	381	2	428	.....	466	.....	514	.....	551	.....	588	1	636	1	
345	3	382	1	429	4	467	.....	515	3	552	1	589	1	637	1	
346	.....	383	2	431	3	468	.....	516	.....	553	.....	591	.....	638	.....	
347	.....	384	1	432	2	469	.....	517	2	554	.....	592	.....	639	1	
348	1	385	1	433	.....	471	2	518	1	556	2	593	.....	641	.....	
349	.....	386	.....	434	3	472	1	519	2	557	.....	594	1	642	.....	
351	.....	387	1	435	.....	473	.....	521	2	558	.....	595	.....	643	.....	
352	4	388	1	436	.....	474	.....	522	.....	559	.....	596	.....	644	.....	
353	2	389	.....	437	1	475	1	523	.....	561	.....	597	.....	645	.....	
354	1	391	2	438	1	476	.....	524	3	562	.....	598	1	646	2	
355	.....	392	.....	439	.....	477	3	525	.....	563	1	599	.....	647	4	
356	.....	393	1	441	1	478	.....	526	.....	564	1	612	2	648	.....	
357	.....	394	2	442	2	479	.....	527	.....	565	1	613	.....	649	.....	
358	.....	395	1	443	.....	481	1	528	2	566	1	614	.....	651	.....	
359	1	396	5	445	1	482	.....	529	1	567	.....	615	.....	652	2	
361	2	397	2	446	.....	483	2	531	1	568	.....	616	3	653	.....	
362	.....	398	1	447	.....	484	2	532	.....	569	.....	617	.....	654	.....	
363	5	399	.....	448	.....	485	.....	533	.....	571	2	618	.....	655	.....	
364	.....	412	.....	449	1	486	1	534	.....	572	2	619	.....	656	.....	
365	.....	413	.....	451	.....	487	1	535	.....	573	.....	621	2	657	.....	
366	1	414	.....	452	.....	488	.....	536	4	574	1	622	.....	658	2	
367	.....	415	.....	453	.....	489	.....	537	.....	575	4	623	1	659	.....	
368	.....	416	.....	454	.....	491	.....	538	1	576	.....	624	.....	661	1	
369	.....	417	2	455	.....	492	.....	539	.....	577	.....	625	1	662	.....	
371	1	418	.....	456	.....	493	2	541	.....	578	.....	626	1	663	1	
372	2	419	1	457	1	494	2	542	1	579	2	627	1	664	1	
373	.....	421	1	458	1	495	.....	543	1	581	.....	628	2	665	1	
374	3	422		459	2	496		544	1	582	1	629	2	667	1	
375	2	423		461	1	497		545	2	583		631	1	668	1	
376	1	424		462	4	498		546	2	584		632	1	669		

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Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Bboxes.	Alarms.	Total.
671	1	718	.....	755	.....	793	1	841	1	877	.....	926	.....	963	4			
672	.....	719	.....	756	1	794	.....	842	1	878	1	927	.....	964	1			
673	.....	721	1	757	4	795	2	843	2	879	.....	928	.....	965	.....			
674	.....	722	1	758	.....	796	2	844	.....	881	.....	929	.....	966	.....			
675	.....	723	2	759	.....	797	.....	845	.....	882	.....	931	.....	967	2			
676	1	724	1	761	2	798	1	846	3	883	.....	932	.....	968	1			
677	1	725	1	762	2	799	.....	847	1	884	.....	933	.....	969	1			
678	.....	726	.....	763	.....	812	.....	848	.....	885	.....	934	.....	971	1			
679	1	727	1	764	.....	813	1	849	.....	886	.....	935	.....	972	.....			
681	1	728	.....	765	3	814	1	851	.....	887	.....	936	.....	973	.....			
682	.....	729	.....	766	.....	815	3	852	.....	889	.....	937	1	974	1			
683	.....	731	.....	767	1	816	3	853	.....	891	1	938	2	975	.....			
684	1	732	1	768	.....	817	.....	854	1	892	.....	939	1	976	2			
685	2	733	.....	769	1	818	1	855	.....	893	2	941	2	977	.....			
686	3	734	.....	771	.....	819	1	856	1	894	.....	942	.....	978	.....			
687	1	735	4	772	.....	821	.....	857	.....	885	.....	943	1	979	.....			
688	.....	736	2	773	.....	822	.....	858	1	896	.....	944	.....	981	1			
689	.....	737	2	774	.....	823	.....	859	.....	897	.....	945	.....	982	1			
691	2	738	.....	775	.....	824	.....	861	1	898	1	946	.....	983	.....			
692	2	739	.....	776	.....	825	.....	862	1	899	.....	947	1	984	1			
693	6	741	1	778	.....	826	1	863	1	912	.....	948	1	985	1			
694	.....	742	1	779	1	827	.....	864	.....	913	2	949	.....	986	1			
695	1	743	.....	781	2	828	.....	865	.....	914	.....	951	2	987	.....			
696	.....	744	.....	782	6	829	2	866	.....	915	.....	952	3	988	.....			
697	.....	745	1	783	3	831	.....	867	2	916	.....	953	.....	989	.....			
698	3	746	.....	784	.....	832	.....	868	1	917	1	954	1	991	.....			
699	.....	747	.....	785	.....	833	.....	869	.....	918	1	955	1	992	.....			
712	.....	748	1	786	1	834	.....	871	.....	919	.....	956	5	993	.....			
713	4	749	.....	787	1	835	.....	872	.....	921	.....	957	1	994	.....			
714	.....	751	1	788	.....	836	.....	873	1	922	.....	958	1	995	.....			
715	.....	752	.....	789	4	837	3	874	1	923	.....	959	4	996	.....			
716	1	753	2	791	.....	838	1	875	1	924	.....	961	.....	997	.....			
717	.....	754	.....	792	2	839	.....	876	.....	925	.....	962	1	998	.....			
	124		80		94		77		66		62		78		59			186
																		640

Police Signal and Telephone Service for year of 1893.—Telephone Calls.

MONTHS.	Patrol No. 1, 8d & 4th Districts.	Patrol No. 2, 21st District.	Patrol No. 3, 16th District.	Patrol No. 4, 2d District.	Patrol No. 5, 5th & 19th Districts.	Patrol No. 6, 1st & 17th Districts.	Patrol No. 7, 25th District.	Patrol No. 8, 22d & 28th Districts.	Patrol No. 9, 23d District.	Patrol No. 10, 24th & 30th Districts.	Patrol No. 11, 9th District.	Patrol No. 12, 18th District.	Patrol No. 13, 18th & 26th Districts.	Patrol No. 14, 14th District.	Patrol No. 15, 10th & 11th Districts.	Patrol No. 16, 29th District.	Patrol No. 17, 6th & 20th Districts.	Patrol No. 18, 18th District.	Total Telephone Calls.
January.....	26,966	20,357	10,014	13,918	23,365	23,679	16,231	17,545	16,271	8,192	20,433	9,346	25,441	12,135	25,186	6,232	16,214	6,374	298,459
February.....	25,699	18,721	8,712	12,658	21,061	22,979	15,665	18,593	14,580	7,901	18,170	8,656	23,138	11,158	22,709	5,688	14,637	6,335	277,090
March.....	30,727	20,798	10,623	14,042	22,985	24,888	17,549	21,380	16,467	8,217	20,480	9,301	25,569	12,630	25,414	6,387	21,405	7,116	315,978
April.....	28,611	20,004	9,920	13,701	22,654	23,800	16,946	20,175	14,822	8,102	19,641	9,239	25,112	11,894	24,283	6,113	21,058	6,854	303,039
May.....	29,118	21,636	10,144	14,069	23,438	25,268	16,909	20,728	14,850	8,288	20,552	9,666	26,068	11,887	24,584	6,181	21,676	7,134	312,061
June.....	28,989	18,945	9,806	13,641	22,612	23,832	14,818	19,687	13,116	8,205	19,878	8,656	25,208	10,514	23,285	6,073	19,842	6,786	293,918
July.....	30,072	19,838	9,194	14,129	22,181	23,963	16,172	20,354	13,679	8,019	20,171	9,153	25,980	11,185	23,813	6,318	20,484	6,296	301,031
August.....	29,983	16,258	9,338	14,137	21,957	24,176	14,883	20,223	12,716	8,182	20,276	8,485	26,004	9,664	23,810	6,151	19,753	6,249	292,245
September.....	29,204	17,698	9,823	13,618	22,791	24,180	15,898	20,813	14,578	8,443	19,675	9,545	25,627	11,105	24,623	6,411	20,763	6,615	301,405
October.....	30,274	19,885	11,134	14,118	23,727	25,536	17,347	21,107	16,078	8,130	20,617	9,634	26,780	11,316	26,870	6,816	21,629	6,896	316,844
November.....	29,120	20,070	9,965	13,701	22,327	24,291	16,670	20,384	15,230	8,004	19,908	9,361	25,888	11,251	24,440	6,418	20,537	6,521	304,086
December.....	30,434	21,229	9,723	14,186	24,188	26,170	13,022	21,547	16,423	8,161	20,699	9,555	26,639	12,568	25,983	6,821	21,288	7,068	320,704
Total.....	349,227	285,399	113,396	165,923	273,281	292,782	197,060	242,566	178,810	97,844	240,500	110,647	307,454	137,277	294,000	75,639	239,306	80,744	3,636,855

Number of Miles of Overhead and Underground Wires.

Overhead.	Number of miles on City Poles.	Number of miles on other Poles.	No. of miles on fixtures & buildings.	Total.
American District Telegraph Co.....	8.	1.5	87.25	91.75
American Rapid Telegraph Co.....	7.42	5.97	.....	13.39
American Telephone and Telegraph Company.....	.....	77.97	75.22	153.19
Ammonia Company of Philadelphia..	1.5	2.25	.....	3.75
Atlantic and Pacific Telegraph Co.....	.62	13.79	.....	14.41
Atlantic Refining Company.....	10.	10.	12.	32.
Baltimore and Ohio Telegraph Com- pany.....	2.	.....	.....	2.
Bankers and Merchants' Telegraph Company.....	.....	351.	20.	371.
Bell Telephone Company of Phila- delphia.....	78.4	341.1	343.9	763.4
Brush Electric Light Company.....	60.69	138.81	.....	199.5
Cheltenham Electric Light, Heat and Power Company.....	.....	4.88	.....	4.88
Diamond Electric Company.....	13.69	56.34	.....	70.03
Elkinton, Joseph S. and Thomas.....	3.12	.13	.....	3.25
Germantown Electric Light Co.....	6.74	52.86	.....	59.60
Girard Point Storage Company.....	13.	.....	.....	13.
Harrison Bros. and Company.....	4.58	5.50	.50	10.58
Kensington Electric Company.....	9.	20.	.....	29.
Knickerbocker Ice Company.....	17.45	.....	.....	17.45
Manufacturers' Electric Company.....	29.51	63.80	.....	93.31
Mutual Union Telegraph Company...	.....	371.74	.....	371.74
Northern Electric Light and Power Company.....	30.	97.	.....	127.
Pennsylvania Rail Road Company....	6.92	81.92	2.25	91.09
Philadelphia Local Telegraph Co.....	2.23	34.46	.....	36.74
Philadelphia Local Telegraph Co.....	9.2	22.25	6.85	38.3
Philadelphia, Reading and Pottsville Telegraph Company.....	14.27	116.41	.....	130.68
Philadelphia Traction Company.....	.....	33.7	.....	33.7
Powelton Electric Company.....	12.9	47.96	.....	60.86
Southern Electric Light and Power Company.....	26.3	57.6	.....	84.4
Suburban Electric Company.....	19.	92.	.....	111.

Number of Miles of Overhead and Underground Wires—
Continued.

Overhead.	Number of miles on City Poles.	Number of miles on other Poles.	No. of miles on fixtures & buildings.	Total.
United States Electric Light Compa- ny of Pennsylvania.....	16.63	53.07	.....	69.7
West End Electric Company.....	.....	12.50	.20	12.70
Western Union Telegraph Company..	1.19	680.42	.....	681.61
Wissahickon Electric Light Co.....	4.75	8.07	.....	12.82
	404.66	2,855.00	548.17	3,807.83
City Wires.....	.....	.....	.....	1,015.00
Total Overhead Wires.....	.....	.....	.....	4,822.83

Underground.	Electric Pht and power wires.	Teleph'ne & Telegraph wires.	Total.
American Telephone and Telegraph Company.....	.....	868.33	868.33
Bell Telephone Company.....	.....	7,312.7	7,312.7
Brush Electric Light Company.....	1.	.....	1.
Columbia Electric Light Company....	6.38	.....	6.38
Edison Electric Light Company.....	98.4	.....	98.4
Girard Estate.....	1.4	.....	1.4
Henry C. Gibson <i>et al</i>.....	.....	365.05	365.05
Kensington Electric Company.....	1.5	.....	1.5
Keystone Light and Power Company.	11.15	.....	11.15
Northern Electric Light and Power Company.....	5.25	.....	5.25
Philadelphia Traction Company.....	86.88	.....	86.88
Underground Electric Light and Power Company.....	5.42	.....	5.42
West End Electric Company.....	13.33	.....	13.33
City.....	28.8	599.1	626.7
Total Underground Wires.....	259.51	9,145.13	9,404.69
Total Overhead and Underground Wires.....	.....	.....	14,227.52

Summary of Underground Conduits.

NAME OF COMPANIES.	No. of Conduits.	Length in feet.	No. of ducts.	Length in feet.	Miles of ducts.
American Telephone and Telegraph Co...	72	261,994	628	1,925,812	364.73
Bell Telephone Co., of Philadelphia.....	488	134,023	4,193	1,341,470	254.07
Brush Electric Light Co.....	7	20,342	148	363,146	68.77
Columbia Electric Light Co.....	5	7,517	20	43,527	8.24
Drexel & Co.....	1	559	1	559	.11
Edison Electric Light Co.....	265	65,914	283	162,289	30.73
Edison Electric Light Co. (for city use)...	21	6,226	35	11,543	2.18
Electric Traction Co.....	7	26,068	80	219,962	41.66
Girard Estate.....	1	5,250	4	21,000	3.09
Henry C. Gibson et al.....	7	24,372			
Keystone Light and Power Co.....	20	5,543	20	5,543	1.05
Manufacturers' Electric Co.....	5	5,175	31	36,950	6.99
Northern Electric Light and Power Co...	17	10,277	92	80,725	15.28
Penn Electric Light Co.....	25	84,546	208	453,983	85.97
Penn Electric Light Co. (for city use).....	25	32,666	25	32,666	6.18
Peoples' Traction Co.....	10	90,914	222	972,521	184.18
Philadelphia, Reading and Pottsville Tel- egraph Co.....	2	376	2	376	.07
Philadelphia Traction Co.....	45	189,807	2,524	2,418,431	457.09
Strawbridge & Clothier.....	1	45			
Underground Electric Light and Power Co.....	3	5,690	37	107,261	20.31
West End Electric Light Co.....	7	14,010	48	93,970	17.79
City.....	26	104,061	155	619,123	117.26
Total.....	1,060	1,095,375	8,746	8,905,807	1,685.75

Return of License Charges for Attachments to City Poles, Maintenance of Poles, Erection of Poles, and Mileage of Wires, over head, for the year 1893.

	Attachments.		Maintenance of Poles.		Erection of Poles.		Wire on City Poles		Wire on other Poles and Buildings.		Total.		Total Charges.
	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	
American District Telegraph Co.....	\$233 50	.....	\$9 00	.....	.....	.....	\$22 50	.....	\$217 50	.....	\$432 50	.....	\$432 50
American Rapid Telegraph Co.....	246 00	.....	.....	\$34 00	.....	.....	.....	\$30 00	.....	.....	246 00	\$139 00	385 00
American Telephone and Telegraph Co.....	.....	.....	96 00	.....	.....	.....	.....	.....	340 00	.....	436 00	.....	436 00
Ammonia Company of Philadelphia.....	28 00	.....	6 00	.....	.....	.....	5 00	.....	5 00	.....	44 00	.....	44 00
Atlantic and Pacific Telegraph Co.....	4 00	.....	296 00	.....	.....	.....	2 50	.....	35 00	.....	337 50	.....	337 50
Atlantic Refining Co.....	182 50	.....	4 00	.....	.....	.....	25 00	.....	55 00	.....	266 50	.....	266 50
Beeder, Adamson & Co.....	71 00	.....	.....	.....	.....	.....	10 00	.....	.....	.....	81 00	.....	81 00
Baltimore and Ohio Telegraph Co.....	46 00	.....	.....	.....	.....	.....	5 00	.....	.....	.....	51 00	.....	51 00
Bankers and Merchants Telegraph Co.....	.....	.....	.....	549 00	.....	.....	.....	.....	.....	927 50	.....	1,476 50	1,476 50
Bell Telephone Company of Philadelphia.....	1,389 00	.....	228 00	.....	.....	.....	282 50	.....	1,707 50	.....	3,557 00	.....	3,557 00
Brush Electric Light Co.....	2,119 50	.....	1,514 00	.....	1,640 00	.....	580 00	.....	1,010 00	.....	6,853 50	.....	6,853 50
Cheltenham Electric Light, Heat & Power Co.....	.....	.....	55 00	.....	.....	.....	.....	.....	25 00	.....	80 00	.....	80 00
Diamond Electric Co.....	142 50	.....	426 00	.....	280 00	.....	30 00	.....	185 00	.....	1,063 50	.....	1,063 50
Elkinton, Joseph S. & Thomas.....	53 00	.....	.....	.....	.....	.....	7 50	.....	2 50	.....	63 00	.....	63 00
Frankford Avenue Merchants' Electric Light Co.....	142 50	.....	168 00	.....	430 00	.....	25 00	.....	85 00	.....	850 50	.....	850 50
Germanatown Electric Light Co.....	139 50	.....	463 00	.....	325 00	.....	40 00	.....	225 00	.....	1,192 50	.....	1,192 50
Grand Point Storage Co.....	69 50	.....	.....	.....	.....	.....	32 50	.....	.....	.....	102 00	.....	102 00

*Return of License Charges for Attachments to City Poles, Maintenance of Poles, Erection of Poles, and Mileage of Wires,
overhead, for the year 1893—Continued.*

	Attachments.		Maintenance of Poles.		Erection of Poles.		Wire on City Poles.		Wire on other Poles and Buildings.		Total.		Total Charges.
	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	Paid.	Unpaid.	
Harrison Brothers & Co.....	\$90 00		\$44 00				\$12 50		\$15 00		\$161 50		\$161 50
Knickerbocker Ice Co.....	194 50						45 00				239 50		239 50
Manufacturers Electric Co.....	504 00		445 00		600 00		115 00		295 00		1,959 00		1,959 00
Mutual Union Telegraph Co.....			549 00						930 00		1,479 00		1,479 00
Northern Electric Light and Power Co.....	77 00		96 00				10 00		110 00		293 00		293 00
Pennsylvania Railroad Co.....	197 50		92 00				25 00		195 00		509 50		509 50
Philadelphia Local Telegraph Co.....	238 00		516 00				22 50	7 50	92 50	87 50	867 00	95 00	962 00
Philadelphia, Reading & Pottsville Telegraph Co.....	370 50			214 00			52 50			290 00	423 00	504 00	927 00
Powelson Electric Co.....	243 50		522 00		845 00		80 00		175 00		1,865 50		1,865 50
Southern Electric Light and Power Co.....	396 50		651 00		1,015 00		130 00		205 00		2,447 50		2,447 50
Suburban Electric Co.....	197 50		599 00		205 00		105 00		460 00		1,566 50		1,566 50
United States Electric Lighting Co. of Pa.....	489 00		491 00				105 00		265 00		1,350 00		1,350 00
West End Electric Co.....	2 00		84 00		180 00				55 00		321 00		321 00
Western Union Telegraph Co.....	17 00			888 00				5 00		1,792 50	17 00	2,685 50	2,702 50
Wissahickon Electric Light Co.....	55 00		80 00		240 00		25 00		30 00		430 00		430 00
Total.....	\$7,938 50		\$7,434 00	\$1,745 00	5,810 00		\$1,745 00	\$42 50	\$6,720 00	\$3,112 50	\$29,615 50	\$4,900 00	\$34,515 50

Appropriation to the Department of Public Safety (Electrical Bureau), with the Expenditures and Balances for the year 1893.

Item.	FOR WHAT APPROPRIATED.	Appropriation.	Warrants drawn and allotments as per contracts.	Balance available.
1	For salary of Chief, \$5,000; manager, \$3,000; assistant manager, \$1,600; chief clerk, \$2,000; first assistant clerk, \$900; second assistant clerk and messenger, \$750; draughtsman, \$1,000; chief line inspector, \$1,200; uniforms, \$40; \$1,240; six inspectors, \$1,180 each and \$40 for uniforms each, \$7,320; seventeen operators, \$1,100 each and \$40 for uniforms each, \$19,380; foreman, \$900 and \$40 for uniform, \$940; seven linemen, \$850 each and \$40 for uniforms each, \$6,230; one batteryman, \$900; electrical plumber, \$1,000 and \$40 for uniform, \$1,040; assistant electrical plumber, \$900 and \$40 for uniform, \$940; two janitors, \$250 each, \$500. Total appropriation, \$62,740 00 Transferred October 25..... 921 57	\$51 818 43	\$51,812 33	\$6 10
2	For repairs, instruments, supplies and labor..... \$13,000 00 Transferred October 25..... 3,000 00	16,000 00	15,518 25	225 63 *256 12 61
2½	For removing wooden poles and wires.....	1,000 00	999 39	
3	For iron posts, mast arms, materials, steps, hauling and labor: <i>Provided</i> , That no wooden poles, masts and arms be paid for out of this item.....	7,000 00	7,000 00	
4	For maintenance and keep of horse and wagon.....	500 00	500 00	
5	For hire of horse and wagon for chief line inspector.....	400 00	400 00	
6	For acids, batteries and materials.....	6,500 00	6,499 86	14
7	For stationery, printing, advertising, car fares, car tickets and incidentals, \$3,000 00 Transferred October 25..... 921 57	3,921 57	3,919 73	1 84
8	For painting telegraph poles, electric light poles, cross arms, mast arms and patrol booths.....	2,000 00	1,957 27	42 73
9	For ice.....	100 00	94 53	5 47
10	For the improvement and extension of the police and fire telegraph.....	10,000 00	9,998 24	1 76
11	For the rent of telephones, purchase of materials and instruments, extension of the lines and hospital and armory service, including Brigade Headquarters, National Guards of Pennsylvania, Presbyterian, Children's, Homeopathic, St. Mary's, Orthopaedic and Jefferson Hospitals, at one hundred (\$100) each per annum..... \$10,500 00 Transferred December 14..... 9,900 00	600 00	470 05	129 95

Appropriation to the Department of Public Safety (Electrical Bureau), with the Expenditures and Balances for the year 1893—Continued.

Item.	FOR WHAT APPROPRIATED.	Appropriation.	Warrants drawn and allotments as per contracts.	Balance available.
12	For the improvement and extension of the police signal and telephone service...	\$10,000 00	\$9,999 17	\$0 83
13	For cables, conduits, manhole covers, iron posts, mast arms, hauling, cartage, materials and labor for underground electrical service: <i>Provided</i> , No wooden poles or mast arms shall be paid for out of this item: <i>And Provided</i> , That no part of this item shall merge at the close of the year 1893..... \$30,000 00 Transferred October 25..... 11,750 00 Transferred December 14..... 2,700 00 Brought from books of 1892..... 1,378 89	45,828 89	42,263 56	*3,565 33
14	For completing underground electrical service on Mt. Vernon street, from Broad street to Twenty-third street.....	2,000 00	1,997 18	2 82
15	For main line conduit on Market street, \$50,000 00 Transferred October 25..... 11,750 00	38,250 00	37,680 58	569 42
16	For new repeater, transferred December 14.....	*6,000 00		*6,000 00
	Total.....	\$201,918 89	\$191,110 14	\$10,808 75

* Carried over to books of 1894.

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